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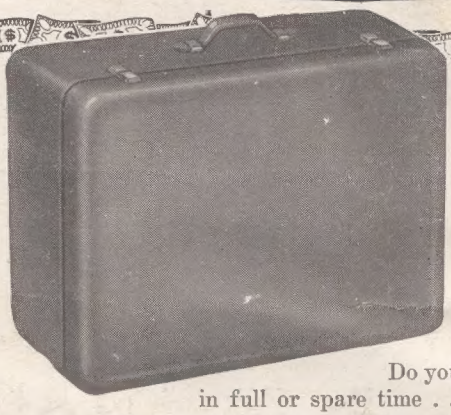

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Originally Railroad Man's Magazine, founded 1906

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CONVERTIBLE CABOOSE

JESSE D. COPE

I FIRST met Society Red Burke in the outer office of the division superintendent, where we both cooled our heels most of one afternoon waiting to ask for a job as freight brakeman.

We got to talking about the relative merits of different types of cabooses of the various roads we had worked on. It seemed we both had spent at least a short time on nearly every railroad in the country, at some time or other. It seemed a little odd, in fact, that we had never met before.

All I got out of Burke's explanation of how he acquired the cognomen "Society Red" was that it had something to do with a "lotta dames" and the gorgeous colored silk shirts he affected when "in the dough."

"But talkin' about cabooses," he said, "the queerest fracas I ever got into was one time when I was brakin' behind for Stuffy Lewis on the old DPR out of Oakwood, and we lost the cupola right off the top of the crummy and . . ."

"Burke!" called the receptionist. "You may go in now."

Society Red bounced from the bench and strode toward the little gate, without any apparent concern for the abrupt halting of his story in midair. The business of losing the cupola of a caboose was a new one to me in the countless wild tales I had heard from the boomer fraternity, and my interest was aroused. So when Society Red appeared and it was my turn to go in, I said to him, "Stick around until I come out and I may buy you one."

When I had been turned down for a job by the trainmaster who was doing the interviewing, which did not perturb me much as jobs were pretty plentiful in those days, I returned to the outer office and found that Society Red, who had also flunked, was patiently waiting for me.

We proceeded to the Sail & Rail, where we found a couple of seats at a not too tidy table near the back of the place.

"What are you having, Red?" I invited.

Instead of the expected "Gimme a beer," he leaned back, gazed upward with a sort of distant look, and came up with, "Scotch and soda, please." That was Society Red Burke.

He was a well set-up individual of about thirty-five and his reddish brown hair went well with his Celtic surname. When he talked, his alert blue eyes and pleasing smile drew attention almost automatically.

After a few refills I managed to get him back on the tale of the missing cupola and this is very close to what he told me.

Society Red Burke, lately fired (for quitting without notice) from his most recent short-time job with the Santa Fe, landed in Oakwood in the spring, not entirely broke but pretty badly bent.

He found no difficulty landing a job as freight brakeman on the DPR., and his name duly appeared on the extra board in the West Oakwood yard office, which he dutifully visited at least twice daily to see how he stood. It was a long list, but eventually he began getting a run now and then, sometimes with a chain gang crew, sometimes on a local.

The chain gang jobs were the best. This division had nearly a thousand miles, what with main lines going in several directions and a half-dozen branches. Sometimes a crew did not return to the home terminal for two or three weeks. When Red got on a crew like that he had steady work for as long as the crew was out, the regular man he was relieving having to fret at home without pay until the crew

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came back. Besides, he usually fell heir to a good bunk, and nearly all the chain gang crews cooked in their cabooses.

But after a few months of this, Red's feet began to feel the familiar itch, and while pondering whether his services were needed most north, east, south, or possibly west, he was hailed on the street by the callboy one morning. He wasn't first out on the extra board at the time, but the callboy had been instructed to get the first extra man he could find, to fill out the crew of Conductor Lewis, whose hind brakeman had failed to show up.

Red got his bag, which he referred to as his "ORC valise," and reported at the yard office where Stuffy Lewis, the conductor, was champing to be off. It looked soft to Red—a caboose extra south—nothing to do but ride. He got his gloves out of his nearly empty ORC bag, stuck them in his right hip pocket, turned the brim of his hat up in front a little more and was ready.

The other brakeman in the crew, a regular man, always worked the head end, claiming he hated cooking and cleaning lanterns. Red took over the rear job, assuring Stuffy Lewis that what he didn't know about cooking had never been published. "Furthermore," he added, "we won't have to buy much chow either while I'm brakin' behind, if we have any decent merchandise cars and I'm not kept too busy with train business like hotboxes, breakin' in two and such like."

The conductor hastened to assure him that any food eaten on this caboose would be paid for by those who ate it and hinted pointedly that broaching cargo didn't go. Not on any train he was running, it didn't.

STUFFY got a clearance and handed a copy to the engineer, along with such train orders as had been issued, and they soon were out of the yard and on their way. The conductor announced to Red and Joe that they had orders to proceed to Miles gravel pit, pick up 40 bottom-dump cars of gravel and take them over the hill to the sub-terminal of Stacey Junction. At that point, if normal procedure were followed, they would stand relieved and take their place in the chain gang crews tied up there.

In due time they reached Miles, dragged the gravel out of the pit in two cuts and shoved it down onto the caboose which had been cut off on the main line. While the engine was taking water the agent came out with a message from the dispatcher to pick up a car here for Stacey. The car, an empty box standing on a spur, was cut in just ahead of the crummy and soon they were chugging up the canyon on the first leg of the ascent to the summit at Crestmont.

Joe Purdy, the head brakeman, had remained up ahead when the train pulled out of Miles, and Stuffy was at his caboose desk fooling around with some paper work. Red took to the lazy board in the cupola where he proceeded to relax and admire the scenery of the canyon. This was a piece of track he had enjoyed a few times before.

Between glances at the countryside, he noticed that the caboose, the old "Five Spot," was really old. Coming down to Miles from Oakwood on the caboose hop he had detected signs of age. When the engine took up the very little slack between it and the crummy, there was considerable weaving back and forth on the part of the body, before it settled down to following along in a ladylike manner.

Having completed his office work, Stuffy now preempted the lazy board, indicating with an unceremonious jerk of the thumb that Red could take over the less comfortable box seat on the opposite side.

"How long you had this old crummy, Skipper?" asked Red after Stuffy had stretched out his legs and leaned back with a sigh of satisfaction.

The conductor slid open the cupola window, sprayed the scenery with a full squirt of Horseshoe mix, then settled back and answered, "Well, I've only had her about ten years but she's been on the division a long time. I know that for a fact. Only in the shop once since I've had her.

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That was the time a dumb cluck of a head brakeman I had threw a switch under her when we were trying to jerk her onto the hind end of a stock train we had just finished loading at Los Alamos. Sloughed her crosswise of the track and damn near broke all our dishes, but I soon had her back from the shop again."

The gravel train was now hitting a pretty good clip up the canyon, the grade not being very stiff, and there was a noticeable amount of wracking of the caboose, accompanied by sounds of strain and the rattling of loose fittings.

"Sounds like she needs a rest," was Red's verdict.

After a time the gravel train reached the steeper part of the grade and soon was barely moving. This was the place, Stuffy said, where they always watched for a certain old lone apple tree in a field alongside the right-of-way. If the caboose got by the tree the grade was licked and they could make it without doubling.

With many trips over this hill behind him, Stuffy opined they wouldn't make it this time, so Red dropped off and planted a couple of torpedoes on the track well back of where the caboose probably would be when the train finally stalled. Joe had dropped off the engine and stationed himself on a gravel car near the middle of the train, where he would make the cut if there were doubling to do.

Finally the train lost all way, Joe Purdy cut off twenty cars, and the head end moved off toward the top of the hill at Crestmont.

It was getting dark now and the air was still, Red noticed. He had stationed himself back at the point of a curve where he could see anything coming up the hill behind his train, and also keep his caboose in sight. He could hear Stuffy setting up a few handbrakes on the rear cars and the caboose.

After a time Red heard the engine coming back, and taking another look down the hill he lit a fusee and speared a tie with it. The eerie red glare lit up the immediate countryside as he hot-footed it for the caboose. When the engine had been coupled on and the air cut in, Red let off the handbrakes on the rear end. The engineer, from force of habit, whistled in the flagman but he was only wasting steam. With Society Red on the hind-end this was superfluous. Red believed in honest flagging, to a degree, but he also made it a point never to get left.

IN A FEW minutes the train was put together on the summit at Crestmont, and Stuffy shouted, "Joe, you set up about ten retainers on the head end and Red will set up ten on the hind end." Then lowering his voice somewhat, he added, "That ought to hold that dumb hoghead, unless he piddles away all his air on the way down." Giving a quick highball with his lantern, he made a dash for the caboose, and once on the platform he confirmed his safe arirval with another highball to the head end, then took a look to see how Red was making out with his chore of setting up the pressure retaining valves. Red's lantern was bobbing back toward the rear end and obviously the going was not too easy, what with the heavily loaded gravel cars careening around the curves and sand and dirt blowing in his face. But he finally got back to the crummy and joined Stuffy in the cupola.

There were forty cars of gravel tearing down that mountain—through cuts, over fills, and around curves, with fire flying from the brakeshoes as the engineer checked the speed at frequent intervals. Stuffy glanced from time to time at the air gage in the cupola to see if the pressure were building up after each application.

After a few normal brake applications with a reasonable checking of the speed each time, the braking seemed to be occurring at more frequent intervals and with the speed checked only momentarily. Stuffy now kept his eyes glued to the air gage and Red, looking also, noticed that the indicator hand was way down below the proper train-line pressure. Presently there was practically no reading on the gage. This was very bad, Red thought, and

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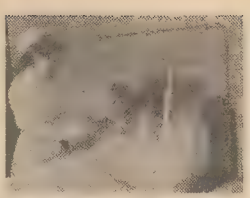

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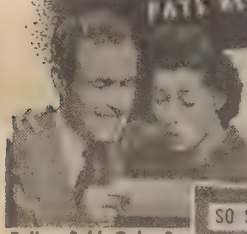

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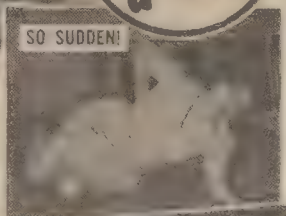

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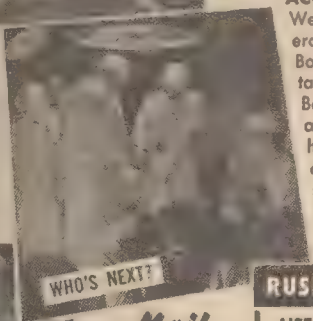

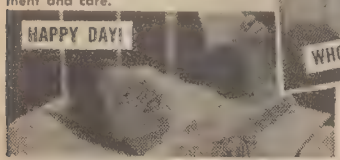

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watched for the conductor's reaction.

"I hope that dumb hogger has sense enough to cut in the Sweeney and build up some air pressure with his pistons," Stuffy exclaimed.

"Maybe we better get out and set some handbrakes on those cars in the middle," suggested Red, at the same time realizing how futile that would be at the speed they were traveling, even if they could make their way over the wildly swaying gravel cars.

Apparently Stuffy had come to the conclusion that what he had feared most had indeed happened—the engineer had lost his air and the train had got away from him. It now seemed merely a question whether the train could stay on the track until they reached the bottom of the grade.

With these awesome thoughts racing through his mind, he finally came to a decision. It was like the resolution of the captain of a ship, long buffeted by mountainous waves and about to founder, who finally decides to abandon the gallant craft and take to the lifeboats. That is exactly what he planned to do. Only, instead of a lifeboat, his succoring craft would be nothing less than the love of his life, the good old Five Spot. He meant to cut off the caboose and let the runaway train go.

Calling Red to him he said, "This train is headed for the ditch and I don't intend to go with it. I'm going to cut off the caboose. You can do as you like; crawl over onto the train and ride her down and be a dead hero, or join me and the Five Spot for better or for worse."

"OK skipper, I'm with you," Red assured the conductor.

Stuffy had gone out onto the front platform of the caboose, and he now called to Red, "Take a swing on the handbrake and then kick it off so I can get slack enough to pull the pin."

Red did as instructed and as the slack ran up, Stuffy leaned over and lifted the lever of the uncoupling device and then took over the manipulation of the handbrake. The caboose fell away a little, but soon the brake took hold and the two men watched as their train disappeared around a curve.

To release the caboose air brakes, Red worked the trick bleeder Stuffy and his brakemen had once installed during leisure time at an away-from-home terminal. Now they had something they could control. Nothing to it. All they had to do was let themselves down the mountain.

"Better check her up a little," advised Red. "She's going pretty fast again."

"Hand me that pick handle from the locker under the seat in there. I need some leverage," was Stuffy's only reply.

Red lost no time in producing the pick handle, and inserting the end into the brake wheel and against the staff, Stuffy took a big swing. But it was too much for the poor old Five Spot's antiquated gear. With a loud clang the brake chain pulled loose from the staff and the conductor almost went over the railing.

"Now we've done it," lamented Stuffy. "Quick," he shouted, "back to the rear platform and set up that brake. Come on, give me a hand with it."

They raced back through the caboose, almost knocking each other over in their haste. But hardly had they reached the rear platform and started winding up the slack of the brake chain when something like the end of the world occurred.

RED learned from Joe Purdy later that when the engineer realized he had lost his air and that the train was getting away from him, he managed to cut in the Sweeney emergency air pumping device and soon had normal pressure in the reservoir and in the train line. In his eagerness to regain control he brought the train down suddenly, almost to a complete stop. At that instant, unknown to those on the head end, the caboose, now a runaway itself, struck the rear end of the almost stalled train.

The impact was terrific and almost stove in both drawheads. Red and Stuffy were thrown back against the front wall with such force they lost their wind and all ability to talk for a few seconds.

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And of course they had no way of knowing that when the Five Spot stopped, its cupola kept on going. It was, in fact, torn loose from the roof and hurled over onto the boxcar on the rear of the train. It landed a little off center but right side up, and caused the boxcar to take on the appearance of a caboose.

A jerk on their crummy made the two stunned culprits realize they were again coupled onto the train, which was now moving down the mountain once more. They staggered inside, and for the first time saw the great gaping hole in the roof where the cupola had been. Though they now knew they had lost their cupola, they of course had no idea it could be anywhere but lying along the track back at the scene of the crash. On climbing up into the open space to check the damage there, they were almost dumfounded at what they saw. There was the crummy's vista dome reposing serenely and almost squarely in the center of the boxcar ahead

"How in the devil will we ever explain this," wondered Stuffy out loud.

The train appeared to be under control now and was descending the grade in a nearly normal manner. The air gage was gone, of course, but would indicate nothing now anyway, with no air back of the boxcar The marker lamps had gone out in the crash and had to be relighted.

After Stuffy had regained his composure somewhat, he glanced sheepishly toward Red and ventured, "I guess we were a little previous in cutting off." Then, giving the engineer little credit, he added, "Probably Joe Purdy told the hogger what to do The question now is, what are we gonna do about that cupola?"

"We might say the wind blew it off," ventured Red tentatively, but he knew that would never do. The seeming gale caused by their rocket-like flight down the mountain had been in the wrong direction

Stuffy pondered the situation as the train completed the descent of the grade and came out upon the relatively level country below, then finally stopped at Santa Maria, where the board was up. The unhappy conductor went up ahead for such train orders as might be awaiting his signature at the telegraph office.

The orders called for the gravel train to meet an extra North at Vinson, a blind siding about ten miles farther South. On arrival at the head end with the orders, Stuffy proceeded to light into the engineer.

"What in the devil do you mean by letting the train get away from you coming down the hill?" he demanded

The engineer, who was rather proud of his recourse to the Sweeney and what he considered deliverance of all hands from destruction, was somewhat taken aback "Well, we're here OK ain't we?" he mumbled. Then as the unjustness of the conductor's censure made itself felt more keenly, he declared, "We shoulda had more retainers set up, and . . ."

"Aw nuts," said Stuffy. "You had plenty of air. It's the way you used it that got you into trouble."

It seemed apparent that the people on the head end were unaware of what had transpired on the hind end coming down the grade, and how near they came to being minus a caboose and the afterguard. This realization prompted Stuffy to consider laying it on a little more, but he decided to let well enough alone, at least for the time being. There was still a reckoning due; possibly as soon as the approaching daylight arrived and the phantom caboose became visible from the head end. So he merely said, "Let's get outta town." Then he addressed Joe Purdy, "When you head him in over at Vinson you can just stay up ahead and take it easy. Red and I will look the train over."

When the gravel train had pulled into the clear on the passing track at Vinson and Red had lined up the switch and joined him on the caboose, Stuffy again brought up the problem of the cupola. He considered switching what was left of the Five Spot ahead of the phantom caboose, but realized that while that might fool the people on the head-end for a time, it would not fool the yardmen

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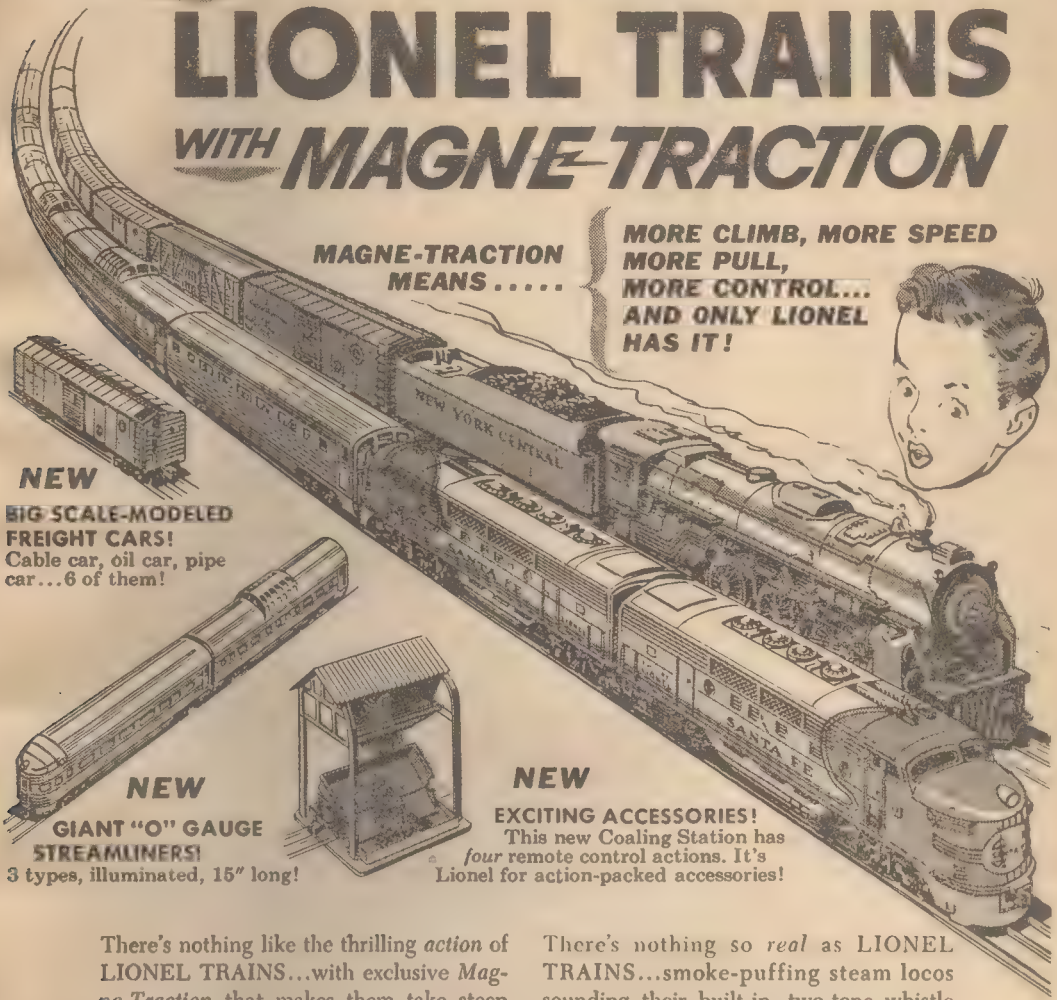

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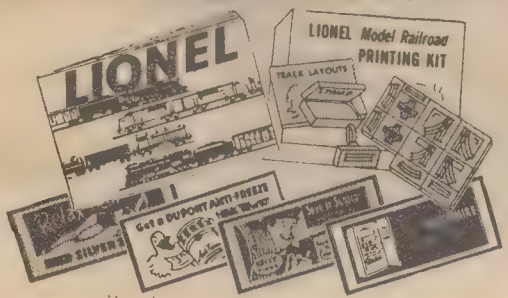

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as the train pulled into Stacey Junction.

He thought of first one thing and then another but nothing practical occurred to him. Then finally he announced to Red, "Well, since we can't get the cupola back where it belongs we better get rid of it. Get a couple of crowbars out of the cellar, and we'll see if we can dump it off the top of the boxcar into that slough alongside the track there."

Working the cupola to the side of the car top, little by little, was not too difficult, and with a "There she goes!" they saw it pitch over the side and land with a loud splash in the slough well clear of the track.

When they at last pulled into the clear at the Stacey terminal, Stuffy hurried toward the yard office before the yard engine which would be assigned to put his caboose on the caboose track could arrive and its crew start the inevitable ribbing about the open-air caboose.

STUFFY registered in and left the few waybills covering his trip with the yard office clerk. Then, for want of anything more interesting to do, he sauntered over to the bulletin board to see what might be new in the way of runs up for bid, or what malefactors had been awarded brownies for rules infractions.

Almost at once his eyes fell upon a typed announcement from Division Headquarters. The part that interested him most read:

"In accordance with the policy of gradually accomplishing the change-over to the new astradome type cupola on the cabooses of this division, cabooses will be shopped on the following schedule, upon arrival at the points indicated:

CABOOSE	LOCATION
8, 13, 15, 84, 99	Oakwood General Shops
5, 17, 23	Stacey Intermediate Shop
2, 11, 76	Stockdale Intermediate Shop

Stuffy was suddenly struck by what he considered a brilliant thought. Heralding his entrance by a somewhat subdued knock he slid into the office of the trainmaster who had once been a fellow conductor with Stuffy.

"Good morning Mr. Grayson," Stuffy said, inserting the Mr. instead of the usual less formal "Bob," which was used when affairs were more serene than at present. "Thought you'd be interested in a little job I did on the way here from Oakwood with that gravel drag."

Before the trainmaster could even reply to his greeting, Stuffy hurried on with his tale of accomplishment. "I heard about the cupola deal in Oakwood and so when we had a long wait on a siding I thought we might as well improve our time, which was being well paid for by the company, so I routed out that good-for-nothing extra brakeman they wished on me and we both went to work, me doing most of it of course, and neatly unloaded that rickety old cupola from the Five Spot."

"Well, that was real thoughtful of you," the trainmaster said, "However, it just so happens that the company intends to preserve certain of those old cupolas for a railroad historical museum. The cupola of Number Five is especially desirable for this purpose in view of its antiquity."

The trainmaster gazed ceilingward for a few seconds and then continued. "So under the circumstances, I will make up a small wrecker extra and let you and your crew run it. You will return to the scene of the crime, pick up the cupola and bring it back here. This, naturally, will be at your own expense, but I don't think it will cost over five hundred dollars. Be ready to leave in one hour."

Thus ended the saga of the convertible caboose. After a few more high-balls, Society Red rose to leave the hospitality of the Sail and Rail.

"You know," he said, "that old firecracker, Stuffy, tried to stick me for part of that five hundred bucks. I told him OK, just to notify the paymaster to take it out of my pay. Within an hour I had drawn everything coming to me and was on my way to Pocatello to see if any yardmaster jobs were open. So long pal."

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FRANK BRITT

TOLEDO boasts of many things—of its famous art museum, its excellent zoo, its place in glass making and its auto manufacturing—but it is a railroad town at heart. This Ohio city with the Spanish name is tremendously important as a transportation center. It claims to be the largest coal-loading port in the world and the third largest railroad hub in the country.

This preeminence has come about partly because of geography. Toledo is situated at the western end of Lake Erie on the Maumee River and Maumee Bay. The river, comparatively straight, is navigable

OF TOLEDO

CENTRAL UNION TERMINAL. New station is used by every road in Toledo except Pennsy. City-built mall over Emerald Avenue serves as entrance for passengers onto concourse of New York Central-built station

for several miles by large lake boats and small ocean vessels which call here. In addition, Toledo is in a pivotal position between the East Coast on the one hand, and Michigan and Chicago on the other, as well as between Detroit and the South. As a result nine railroads have tracks in Toledo, plus four local or terminal lines.

Concentrated on Maumee Bay is the greatest coal-dumping equipment to be found in any area of similar size. The coal loading in Toledo is staggering no matter how you look at it. With an ease that is amazing, the electrically-operated coal dumpers pick up a carload of 100 tons of coal, turn it upside down and dump the coal out into a waiting boat. These dumpers appear to do it as easily as you pour sugar into your coffee. To feel the magnitude of the operation, imagine yourself standing beside one of these huge cars (called battleships by the railroaders) with its twelve wheels and great black hulk. The six coal dumpers in this area can each empty a car a minute, and during the regular lake shipping season they are in operation twenty-four hours per day. During the 1952 season 21,601,919 tons of coal were dumped into boats, and more can be handled.

Toledo became a coal shipping port almost as soon as the railroads were built to haul the coal from southern Ohio. In 1909 the first coal dumper was built by the New York Central, and by 1914 the city was the largest coal port on the Great Lakes. In 1914 and 1915 the old Hocking Valley and Baltimore & Ohio built dumpers, too. In 1930 the Chesapeake & Ohio started building its present huge docks at Presque Isle on Maumee Bay. It has three coal dumpers and three Hulett iron ore unloaders, can handle 4500 cars of coal per day and has slips to accommodate 16 lake freighters at one time.

Originally the B&O and NYC coal dumpers were up the river and across from downtown Toledo. This location had some advantages but it meant that the boats had to pass under five to seven drawbridges and spend much more time than if they could be loaded on the bay. In 1948 the B&O and NYC opened new joint facilities called the Lakefront Dock & Railroad Terminal Company which is next door to Presque Isle. They floated and hauled the old dumpers to the new site and rebuilt and modernized them. Same was true of their iron ore unloaders. In addition the roads built an entirely new dumper, so they now have three dumpers and four ore unloaders. The Lakefront was originally designed to handle 20,000,000 tons of coal and 4,500,000 tons of iron ore a year.

Coal loading is a streamlined operation. Boats are notified by their owners through radio while on their way to port what grades of coal they are to load and how much. The coal docks are also notified and given the time of the boats' arrivals. The docks then start arranging for the cars so they will be ready at the same time as the boats. The Lakefront yards hold 5400 cars, which are brought up from the Bates yards of the B&O and the NYC's Stanley yards, which handle 2000 and 4500 coal cars. In about two hours after a 5000-ton boat docks, it can be loaded

with coal and on its way again. Some cars are reloaded at the same docks with iron ore. In 1952 iron ore receipts were 2,937,640 tons. The Hulett unloaders which look something like ostriches burying their heads in the holds of the boat, can each gobble up 15 tons of black diamonds a minute.

One of those crazy things that develop in this world of ours is that coal is shipped both in and out of Toledo by boat. The Interlake Iron Company uses coal shipped to Sandusky by rail and then shipped to Toledo by boat because the combined rail-water rate plus handling charges is less than the rail rate. The importance to Toledo of these facilities is great, even though none of the coal stays here. It pro-

NICKEL PLATE ROAD. One of eleven roads in Toledo, the New York, Chicago & St. Louis uses fleet of Berkshires for freight, such as this one at Ironville coal dock, and diesels for passengers

vides direct employment (and taxes) as well as much indirect employment. For example, the selling of provisions to the boats is a sizeable business. Despite the ice on the lake some shipping of coal to Detroit goes on all winter.

Railroad traffic in Toledo is not all coal and ore by any means. Most yards handle largely other products. There are a considerable number of tracks for the handling of less-than-carload-lot freight. Best known of these is the area known as the Middlegrounds. It is down river a short distance from the Central Union Terminal. Originally it was low and marshy and some of it under water. Part of the original tracks were built on pilings driven in the river. Even today a section is called the piling yard. Now it is built up well over water level and is the scene of much activity.

In 1952 there were 25,040 cars of lcl. freight unloaded in Toledo and 26,397 cars loaded. These figures again illustrate the importance of the railroads to Toledo for these are shipments vital to the citizens. Even more impressive are the figures on carloads in and out, for altogether there were over 210,000. Cars are loaded with chemicals, wheat, automobiles, glass, dog food and just about anything you can name. It is an interesting commentary on our modern distribution system to note that cars unloaded contain about the same variety as those loaded. While Toledo boasts of being the Glass Capital of the World, glass is shipped in by manufacturers of brands not made in Toledo. More numerous than all others are the cars of freight which pass through on their way to other destinations. Most have to be switched and put into different trains and frequently switched to another line.

RELIEF WIRE CHIEF. Ed Hoglen can plug into any XNYC line at Central Union Terminal, determine approximate location of break or other trouble, then dispatch repair crew *Frank W Smith Jr.*

THE CITY got its start as a railroad center in 1834 when work was started on the Erie & Kalamazoo Railroad. This was the first railroad west of the Allegheny Mountains. At that time it was thought that Toledo was in the Territory of Michigan and laws necessary to build the road were passed by the legislature of that territory. Michigan needed more residents to become a state. It was hoped that pioneers who arrived in Toledo by boat from the East would continue their journey on the railroad, and of course it would help the movement of freight and mail. Before the railroad was built it took a mail carrier two weeks to go from Fremont in Ohio to Monroe in Michi-

gan and back to Fremont.

Later on, Ohio and Michigan fought a comic opera war over the boundary between them and eventually the line was placed north of Toledo, putting Toledo in Ohio.

The first mail run was from Toledo to Adrian in Michigan on October 3, 1836. The wagon was horse drawn. Then the builders of the road got M. W. Baldwin to trust them for the price of two locomotives and so in June 1837 operations were started with steam power. The fare to Adrian was $1.50 if you rode in the "pleasure car" and less if you rode in one of the freight wagons. The cost for freight was 50c per 100 pounds.

This first railroad was plagued by many troubles. It went bankrupt and was sold by the sheriff in January 1848. Among its odd debts were judgments for $17 for livestock and "$14 for funeral expenses for boy killed." Eventually the Erie & Kalamazoo became part of the New York Central. It is now part of what is known as the "old road." Another early railroad which started in Toledo was the Ann Arbor. This was built to Lake Michigan and then used car ferries to transport the cars across the lake The idea seems commonplace today, but the builders of the Ann Arbor were thought to be at least slightly demented by some of the citizens of that time. And in the early 1800's the predecessor of the Wabash started operations to connect Toledo with the Mississippi River

Smith

DISPATCHER. Steve Kantor controls NYC mainline from Nasby Tower to Elkhart, 133 miles. Section supposedly has third longest stretch of straight track in U.S.A., 68.49 miles

A UNIQUE feature of railroading in Toledo is the Toledo Terminal Railroad. This is the only complete belt line in the country. Its 29 miles completely circle the city and connect with every one of the ten railroads that enter Toledo. Its connections range from the tiny Toledo & Eastern to the giants of the rails. It is many things to many people. All of the railroads use it for interchange of cars and many of them operate trains over Toledo Terminal tracks Technically they are Terminal trains and operate under the Terminal dispatcher and Terminal rules. Actually the road is owned by the NYC, B&O, C&O, Pennsy, Wabash and Grand Trunk. All traffic in and out of the coal and ore docks uses Terminal tracks. There have been as many as 116 trains in a day over the section used by the trains to the docks. On a yearly average the Toledo Terminal will move 140 to 150 trains a day consisting of 9500 to 10,000 cars. Of these about 18 or 20 use Terminal train

Photos by Smith

CHESAPEAKE & OHIO. Robert Young's road is another bigtime operator in Toledo. Here crew starts to back down and couple up to train in Walbridge yards

TOLEDO TERMINAL. This road goes in circles, completely girdling city and connecting with every major pike there. Six major lines share ownership of TTRR stock more or less equally

TOLEDO & EASTERN. Last section of ex-interurban line runs from tiny village of Clay Center above to connect with Toledo Terminal. Principal customer is large stone company at Clay Center

NEW YORK CENTRAL. Biggest railroad in Toledo starts another train of coal out of yards toward Lakefront Docks. NYC's monthly payroll in Toledo comes to almost $2 million

FRONT OFFICE. Diesels handle half or more of Nickel Plate switching, including chores outside Front Street yard office in Toledo

and engine crews and motive power.

O. R. Crooks, who is general manager, tells about the time he was traveling in the Southwest and stopped in to see the head of a well-known railroad. The conversation went something like this. Crooks: "I'm from the Toledo Terminal." Other brasshat: "Never heard of it." Crooks: "Well, that isn't too surprising, but we have a nice little railroad. We operate about 150 trains a day." Other brasshat: "Why, hell, that's more than we operate over our entire system!"

Besides being a connecting line the Terminal serves some of the largest industries directly, such giants as the Rossford glass plant of Libbey-Owens-Ford and the Standard Oil and Pure Oil plants. The Terminal is also the only means some roads have for handling business in Toledo. The main line of the Detroit, Toledo & Ironton passes to the west of Toledo but a branch connects with the Toledo Terminal, thus giving it a connection with every railroad in the area and access to every siding in Toledo. The same is true of other smaller roads.

To handle all this business the Toledo Terminal Railroad has to be an up-to-snap operation. Almost all of it is double track. It has seven miles of automatic block signaling and several interlocking stations. The remainder is controlled by manual signal from orders given by the dispatcher at the TT Boulevard yards. In addition all the TT diesels, of which there are now 11, are equipped with two-way radio and so are the dispatchers and the yardmasters. In 1952 the Terminal used only one steam engine on an eight-hour shift, but as you probably have guessed the last of the steamers are being sold.

Normally the Toledo Terminal is a freight-only road, but for one week of its history it was a busy passenger line. The committee in charge of the dedication of the Central Union Terminal thought that people would like to ride around the TT and thus get a closer look at the city's railroads and industries. One person, who naturally doesn't wish to be quoted by name, thought maybe 300 people would make the trip, so the committee planned to run a train of six coaches each day during dedication week. On the very first day they had to run two trains to accommo-

date the crowds and had to add more trains and more coaches daily until on Saturday there were 80 coaches and 8 trains. All together over 30,000 people made the trip, and on Saturday the ticket sellers had to stop selling at 5 p.m. for the last train which wasn't scheduled to leave until 6:30.

CENTRAL UNION TERMINAL was opened in September 1950 with a tremendous public celebration. Much of Toledo's 303,600 population either witnessed it or took part. The terminal was built by the NYC at a cost of $5,000,000 and houses its divisional offices. The departing passenger goes in from a mall built and landscaped by the city. He enters the station's third floor through an eighty-foot passageway over Emerald Avenue, the street which serves the facilities on the ground level. Actually the passengers see but a small part of the station. On the ground floor are various operations and offices, while in the basement are rooms for the utilities such as water and power. On the second floor is a YMCA for railroad men. This, along with two other railroad branches of the Y in Toledo, provides comfortable quarters and recreation for crewmen who have to lay over.

On the fourth floor are the railroad offices and a conference room in which local railfans hold their meetings. Also on this floor are the dispatchers. They are part of a great communications network, of which this building is the hub. The first dispatcher controls the main line from Nasby tower to Elkhart in Indiana. The second controls the main line from Vickers to Berea in Ohio. The third controls the single track lines of the division. These tracks wander over northern Ohio and Indiana and southern Michigan and in-

INHERITANCE. When NKP leased lines of Wheeling & Lake Erie four years ago it acquired primarily a coal road with 32 Berkshires. That's the background of this shot of Nickel Plate's W&LE District coal train entering east end of Homestead Yard in Toledo behind No. 828

PUBLICITY STUNT. At opening of Central Union Terminal, NYC put together coal train of 1000 cars pulled by two steamers above, dumped load into two steamers at Lakefront Docks

JOINT OPERATION. Lakefront Dock & Railroad Terminal Company of NYC and B&O has two Hulett ore dumpers, each weighing 800 tons and capable of handling 15 tons every 30 seconds

clude the "old road." However they do not take in the Ohio Central Division, formerly the Toledo & Ohio Central Railroad, controlled from Columbus. The fourth dispatcher controls fewer miles of track but has a great many train movements, as he has the Toledo Terminal District of the NYC. These men are in constant touch with 700 miles of line.

Besides the passenger station the terminal includes eight other new buildings. The main ones are the mail service building, the express building, and the car shops. There are nine passenger tracks and twenty tracks in all. While the NYC built the station and has headquarters here, the terminal is used by all passenger trains except those of the Pennsy.

The interest of the people of Toledo in their railroads is a natural one, for they are Big Business here and important to the lives of its citizens. Over 9000 people are employed by the railroads of metropolitan Toledo and they are paid $4,000,000 a month. The NYC is easily the largest railroad boss with almost 5000 and a payroll of $1,900,000 a month. This makes it one of the largest employers in the city. The many ways in which everyone in the city benefits from the railroads would take another article to tell about. Last year the railroads paid Lucas and Wood counties $850,000 in real estate taxes, which help support the schools and government. The NYC alone paid $184,000 in Lucas and $50,170 in Wood, while the Lakefront (NYC and B&O) paid $88,350 in Lucas.

In Toledo, along with such names as Chesapeake & Ohio, Nickel Plate, Wabash, New York Central, Pennsylvania, and Baltimore & Ohio you will find intermingled such names as Toledo Terminal.

LOAD AND UNLOAD. Empties roll down from dumper in distance and up this ramp, back down on center track and into empty yards, soon to pick up ore for trip East in continuous cycle of in with coal, out with ore. At extreme right can be seen ore unloaders

STANLEY YARDS. New York Central tower operators and train crews get their orders from yardmaster over teletype system. Humped cars roll by gravity through retarders and switches controlled by tower operators

Bay Terminal, Ann Arbor, Detroit & Toledo Shore Line; Detroit, Toledo & Ironton; Toledo, Angola & Western, and Toledo & Eastern. You can watch the *Twentieth Century Limited* roll through or you can look at cars of coal, or of wheat, or of almost anything. If you visited all the yards you would see space for 63,000 cars, and after having looked at only a small part of them, you'd be sure of seeing and hearing freight trains in your sleep.

LONGER VIEW. Coal docks, left and center, and ore dock, right. New York Central photographer D. V. Hyde, so the story goes, went up center dock incline on picture-taking assignment and fell in the drink when he stepped back for better view

Swedish Underground

A MILESTONE in the transportation history of the seven-century-old capital of Sweden recently was passed with the official opening of Stockholm's Western Subway. This ambitious undertaking, begun in 1941, has cost a total of 225 million kroner ($45 million). The new line links the rapidly growing northwestern suburbs with the city proper in a continuous transit system 8½ miles long, 2½ miles of which run below ground through the center of this city of almost one million inhabitants.

Subway projects for solving the traffic problem in Stockholm date back to the beginning of this century, but they did not materialize until 1933 when the first link, 9 miles, in the newly-opened system, was completed beneath the rocky granite hills of Södermalm, southernmost of the four main districts, or boroughs, which surround the old city of Stockholm. The Western Sunbway, now in full service, constitutes the second link in this project, while the third stage, the connecting of the two already existing lines, is now under way and is expected to be completed in 1956. Plans for a further extension of this system have been drawn up to help the communications problems arising from Stockholm's rapid growth.

About two-thirds of the 2½ mile under-

RADMANSGATAN. All underground stations have low ceilings, deemphasized by bright colors, fluorescent lighting

CAR LOAD. Vehicles have seats for 52 passengers, standing room for 118 more

REVERSE. In Sweden, traffic moves to left. Note down escalator on right, bottom picture

Photos courtesy of
AMERICAN-SWEDISH
NEWS EXCHANGE

ground stretch of the Western Subway had to be drilled through massive granite and gneiss, and when the tunneling work was completed in 1949 almost 5,250,000 cubic feet of stone had been blasted away. Thanks to the solidness of the rock, relatively few supporting arches or fillings were required. Using three platforms one above the other and mounted on trucks, as many as eight drill runners could be used simultaneously, using light Atlas diesel pneumatic pusher drills with tungsten-tipped steels, a Swedish tunneling method now used in many countries.

The excavation work presented more serious questions. One was a technical

traffic problem because crowded thoroughfares had to be dug up. This was solved by building concrete walls and placing a roof on top of the subjacent ground, which meant that the actual excavation work could be performed within the concrete structure, with a minimum of obstruction to surface traffic. Great care also had to be taken not to cause damage to water, gas, and other subterranean mains. The reinforcement and underpinning of structures also involved many engineering problems. The large Concert Hall located on Hotorget Square presented a particularly difficult one, since it is built on a bed of fine gravel and sand. This important structure was strengthened through the injection of a mixture of silicate of potassium and calcium chloride.

The line now operating has 17 stations, including 5 underground ones, within the city area. When used at full capacity, the Western Subway will be capable of transporting 40,000 passengers an hour in each direction, with a maximum of 1 six-car train each 90 seconds. At present, operations are on a smaller scale, with 1 train every 4 minutes. One hundred cars are put into traffic, with 15 kept in reserve.

Underground stations have been designed on a more or less uniform pattern. From the street level, several entrances lead down to the ticket hall, which is laid out as a small commercial center. From there the passengers pass to the subjacent 480-foot-long platform via wide stairways. Escalators facilitate traffic in the opposite direction. All stations are provided with special air raid shelters equipped with benches for 1000 persons. Ample dimensions of the platforms are designed for 8-car trains, and the bright one-colored glazed tiles by Upsala-Ekeby, in pleasing shades of yellow, blue, and gray, with one color for each station, give the underground halls a lofty atmosphere. Fluorescent tubes by Luma, placed in clusters in the ceiling, add to this impression. Largest of the underground stations is the Kungsgatan Terminal in the very heart of Stockholm. There the 20 turnstiles permit an hourly transit of 30,000 passengers. When completed, the station will present the aspect of a shopping street in miniature.

DESIGNING and construction of the subway cars was entrusted on license to Svenska Jarnvagsverkstaderna, Sweden's leading producers of railway material, in cooperation with the Kockum Company, another of Sweden's large railway suppliers. The car sets, 4 to 8 cars, consist of motor-driven cars only. Each car is powered by 4 motors, 2 for each truck, which not only give quick acceleration but also make possible effective use of the resistance brakes.

Designed for a maximum speed of 46½ miles an hour, a car can accommodate up to 170 passengers, 52 of whom are seated. The body is built with an entirely self-supporting steel frame. The trucks differ from conventional types in many respects. Special attention has been given to provide continuous lubrication of all parts exposed to wear, while the springing consists exclusively of coil springs, which insure vibration-free running. Furthermore, the car body rests directly on the outer sides of the trucks, where torsion is taken up by slides running in oil.

The electric equipment, of Westinghouse design with minor modifications, was built by ASEA of Vasteras, Sweden's foremost manufacturers in this field. Current is supplied to the four 108-horsepower motors via a third rail with a top cover of arsenic-impregnated wood, which resists the rigors of the climate as well as attacks of insects or fungi. To clean the rails from ice and snow in the wintertime, Swedish engineers have designed a special defroster car which keeps the pike free from the formation of ice. Arsenic-impregnated sleepers are used all along the line. The braking system consists of an electro-dynamic resistance brake combined with a pneumatic brake, which comes into operation progressively.

Inner walls and ceilings of the dark green cars are made up of wood fiber slabs, the walls being lined with plastic.

Continued on page 38

TICKET BOOTHS. Fare is 9 cents, with 2-cent increase for each zone. Monthly tickets are available, too. Municipally operated subway has two lines, 9-mile southern route opened in Sodermalm district in 1933 and 8½-mile western run introduced October 26, 1952. Both are part of subway and surface network that had been losing $6,000,000 a year until new rates were set up last spring

ENTRANCE. Western Subway has 5 underground stops in heart of city, 12 others above ground. Each car side has three double sliding doors which can be opened by passengers if guard switches mechanism over. Closing is handled by train guard only. From several street entrances, customers go down to ticket hall

STYLING. Bright tiles, fluorescent lights, advertising posters combine to present pleasing effect. Note ad at left above: "Ford First in Trucks". Escalators are welcome but costly additions. All told, new bore set Stockholm back $45,000,000. New York's Sidney Bingham, who has worked with subway and transit planners throughout world, was a consultant on Sweden's new underground

CONSTRUCTION. Much of digging for 2½-mile underground stretch went through almost solid formation of gneissic granite, good for foundation but tough work. Almost 5,250,000 cubic feet of stone had to be blasted away

THE CARS are fitted with three amply dimensioned double sliding doors on each side, which are operated electro-pneumatically. While they can be opened by the passengers, the closing is always done by the train guard from one of the train's end platforms. Doors are connected with the departure signal, which cannot function unless the doors are closed. For a passenger to be able to open a door, the guard must switch the mechanism over, so that each door operates individually. Then all a passenger has to do is press a button, and the door opens.

Great care has been taken to ensure a maximum of safety. Traffic is supervised from a central switchboard plant situated approximately midway, which controls 75 switches and 150 speed signals. The position of all trains can be followed exactly on an electric panel. All switches are power operated and, owing to the frosty winter climate, electrically heated. A novelty for subway cars is the so-called cab signal system. Electric impulses on the rails are registered on a signal board in

PRE-TRACK DAYS. Away from stations, tunnel looked like this, above. Add rails and there's Stockholm's new bore. Because of solidity of rock formation, few supporting arches were necessary. Station in construction stage, below

the motorman's cabin. When the board shows an *H*, the driver may use the 46½-mile top speed, while *M* means medium speed, or 30 miles an hour. *L* stands for low speed, or 9 miles an hour, and *S* calls for a stop. Should the stipulated speed be exceeded, a buzzing sound warns the motorman, followed in a couple of seconds by the automatic application of the emergency brake, if the speed is not reduced.

KUNGSGATAN. This is largest of underground stations. Each has one-color glazed tiles, gray, blue or yellow. At capacity, Western Subway will handle 40,000 passengers an hour in each direction

OUTDOORS. Six miles of western line go above ground. Cars were designed and built by two of Sweden's largest railway suppliers; Svenska Jarnvagsverkstaderna and Kockum

FUTURE. By 1956 or '57 new line in west and 20-year-old one in south will be joined by another link now under construction to help solve transportation needs of Stockholm's 966,789 residents

CURRENT. Juice is supplied to four 180-horsepower motors through third rail. Within the city, western line and link now under construction are designed so each underground station can be bombproof air-raid shelter for 1000 persons

Authenticated News

PANAMA CANAL. The rail "mules" that tow ships from the Atlantic to the Pacific, and vice versa, were built for that specific purpose. There are about 70 locomotives, each weighing 47 tons. Largest ships require 10 mules, 5 on each side

Information Booth

Conducted by ALFRED COMSTOCK

Q *Can you tell us about the attempt that was recently announced to streamline the Interstate Commerce Commission?*

A At the annual meeting of the American Shortline Railroad Association in Atlantic City, last June 23rd, streamlining of the organization of the ICC was planned in line with a recent report to Congress, according to Hugh W. Cross, member of the commission. A major step in the change will be transfer of administrative functions from individual commissioners to a managing director, freeing the commissioners from much detail work. The present fifteen bureaus will be regrouped into a smaller number of specialized administrative bureaus operating on functional lines. While the changes suggested in the so-called Wolf report are broad, it did not attack either the integrity of the commission or its working relation with the carriers.

William J. Patterson, another member of the ICC, discussing safety regulations of the railroads in an address before the mechanical division of the AAR, said legislation is required to give the ICC authority over proper maintenance and testing of air brakes. He said such authority would not only be in the public interest but would be an aid to railroad

efficiency. He also advocated legislation extending the commission's authority over block signals and similar devices to include train communications systems.

Q *There seems to be perennial discussion as to why trains of the Chicago & Northwestern operate on the left-hand side of a double track. Can The Lantern shed any light on this?*

A This ever-recurring question has led the C&NW to devote an entire page in a recent timetable to an explanation of their southpaw peculiarity. The fact is that it just happened, left-hand operation starting when increased traffic called for a double track. Stations were already built on the right side, and the management decided to have inbound trains use the track next to the station to give the commuters shelter while waiting. The road grew in this pattern, and later the expense of a changeover was not thought justified. A unique explanation often heard for the right-hand operation is that the C&NW was financed by British capital. However, although this was true of a great many of our earlier railroad systems, it does not hold in the case of the C&NW.

Robert Casey and William Douglas, in their "Pioneer Railroad, The Story of the Chicago & North Western System", give an interesting and amusing picture of Chicago commuting on the C&NW in the 1870s. Commuters on the railroad carried their own lanterns. The largest string of lanterns was outside the Davis Street station in Evanston, Illinois. Raymond Park was a thickly wooded section in the 70s, and on an early winter morning those woods were as dark as "the inside of a fireman's glove". Survivors of those early days say that the lanterns of commuters loping over the snow trails for the 7:23 were generally so thick that the woods seemed to be swarming with fireflies. During the day the station attendant would service the lanterns, trimming the wicks and filling them with oil so that the owners would be able to find their way home from the station in the evening.

Q *Please give information on the diesel-electric locomotives which the Army is getting for use on different track gages and run a picture of one of these engines, if possible.*

A We printed a picture of one of these engines in last month's lantern lead, and here's the story on it.

On April 3rd, American Locomotive Works at Schenectady delivered the first of 83 Diesel-electrics adaptable to worldwide use on tracks of differing width and in temperatures as low as 65 degrees below zero. Adjustable wheels permit its operation on wide-gage tracks found in Russia, China and other countries—a problem that previously required the conversion of standard locomotives to meet the specific job on hand. The idea of an all-purpose locomotive was conceived in Iran in 1942, when Alco was given the job of converting standard locomotives for use on the wider and lighter-gage tracks found in that country. Percy T. Egbert, company president, said the new all-purpose motive power is the end result of designing that has continued since that time. While this is the first large production order, General Motors Corporation recently built eight similar locomotives for the Army. In Iran at the birth of the idea was Brigadier General Paul F. Yount, since named acting chief of Army Transportation. General Yount and other Army officers were at the Alco plant for inspection and demonstration of Number 2094, the first locomotive delivered to the Army. The 1600-horsepower engine drives a General Electric generator and traction motors. Weight had to be kept low for possible operation on light rail and over small bridges in foreign countries. The locomotive can haul passenger trains at speeds of up to 65 miles an hour, and can be used in freight and switching service. In sub-zero temperatures an electric heater able to start on low battery power will melt a single blob of fuel oil in a three-gallon tank to begin

PULP DIGESTER was moved from point of manufacture at Lachine, Que. to point of use at Harmal, B.C., 3000 miles, on newly designed CPR depressed-center flatcar. Used in pulp and paper industry, tank was almost 17 feet high. Flatcar is 67 feet long, has load capacity of 170 tons

a chain reaction warm-up to starting temperatures of 60 degrees. Standard diesel locomotives operating in sub-zero climates must be kept running or be housed in a heated building.

Q *Can you give us a brief description of the recently-improved Rutherford Yard of the Reading Company, near Harrisburg, Pennsylvania?*

A In the control tower of the remodeled marshalling yard of the Reading at Rutherford, 5½ miles east of Harrisburg, a machine has been installed which permits a single operator to control both the switch movements required in the marshalling yard and also the retarders. A master retarder is situated in the lead down from the hump, and a further group of four retarders in the four tracks into which this lead branches. Three of these four branch into nine sidings apiece, and the fourth into six sidings, making a total of 33 tracks. The master retarder is used to maintain a sufficient distance between each pair of cuts, and the remaining retarders to control the speed of entry into each siding. As a train with cars uncoupled is pushed over the hump, from the list of destinations of the successive cuts the operator presses the appropriate button on the panel of the siding to be taken by the first cut; he can also press the buttons for the next three cuts, the machine storing up the impulses until movement of the switches is needed. All switch movements are made automatically, leaving the operator free to manipulate the retarders, the controls of which are provided on an illuminated diagram of the track layout at the left side of the panel. The operators work in three eight-hour shifts, and can handle some 125 cars hourly, or up to 3000 a day. Including both this eastbound yard and a smaller westbound yard, the remodeling job cost in the neighborhood of $3 million.

Q *What is the most remarkable railroad in the world.*

A That's a tough one to answer. However, we will stick our neck out by saying

that one of the most amazing pieces of railroad construction, without doubt, is the rack-rail, electrically-operated Jungfrau Railway, a privately-owned scenic line in the Bernese Oberland section of Switzerland. The Jungfrau towers to a height of 11,340 feet above sea level, and thanks to Adolf Guyer-Zeller, its summit is annually visited by thousands of tourists. The line was opened around the turn of the century, after six years of exacting work. Starting at the lakeside town of Interlaken, near the Thuner See, this railway climbs to the eternal snows of the Junfraujoch, by ascending the pass between the Munch and Jungfrau peaks. For the last six miles it is largely cut through the rock itself, with two stations actually in the mountain and connected with the outside by rock passages. Here and there windows are pierced in the rock face to light the tunnel and to give passing views of the scenery. The Jungfrau Railway is really three railways operating in conjunction with each other. The railway proper climbs only a short distance in the open before it is hemmed in on one side by the vast pyramid of the Eiger, with its north face a sheer precipice of over 6,000 feet, and on the other by the impassable Eiger glacier. Onwards from here the line disappears into the mountain, and travels for a mile and a half in a tunnel to a stop at Eigerwand, where passengers, by means of a lateral gallery driven to the mountain face, are able to see the village of Grindelwald, 6000 feet below. Three miles beyond Eigerwand is the Jungfrau terminus, also in a tunnel, and adjoining it a palatial hotel from which galleries in the rock lead out to the Jungfraujoch itself. An elevator at the summit of the railway takes passengers up a further 230 feet, to an altitude of 11,570 feet.

Q *Can you give us the history of the little hoot, toot and whistle railroad that*

EVANS AUTO-RAILER operates on either rails or highway. Army officer points to steel flanged wheels used in rail operation of Army Quartermaster Corps engine

James W Ravelli

VALLEY & SILETZ No. 17 pulls into the yards at Haskins, Ore. with a string of log-loaded flats

used to run between Brownsville, Texas, and Point Isabel, Texas, in the lower Rio Grande Valley?—William C. Platt, Box 1064, Palos Verdes Estates, Calif.

A Before the Civil War, Point Isabel was one of the leading ports of Texas. In the year 1859 her imports amounted to about $4 million. But the traffic was handled under a great handicap. Vessels had to weigh anchor in the roadstead beyond Brazos de Santiago, where the cargo was transferred to lighters and ferried across Laguna Madre to Point Isabel, whence it was handled by wagons to Brownsville. Mexican traffic, which formed the bulk of the tonnage, had to be ferried across the Rio Grande, as there was no bridge there then. This situation gave birth to a project for building a railroad, and one which was attempted by various groups down through the years, but always without success, until in August, 1870, Simon Celaya of Brownsville secured a charter under the name of The Rio Grande Railroad and built the 22 miles from Brownsville to Point Isabel. Its gage was unusual—42 inches—neither narrow nor standard. It had a turbulent career, after it was put in operation in February, 1871. In 1873 and 1875 storms did serious damage and one in 1886 put it practically out of commission and into receivership. In 1909 it was acquired by interests allied with the St. Louis, Brownsville & Mexico Railway Company, which had recently built into Brownsville.

It was reported that the road would be abandoned, which would have deprived Brownsville of a rail outlet to Point Isabel. Mayor Browne of Brownsville acquired the road and its citizens raised a fund of $100,000 to be paid when the line was rebuilt and a ten-foot channel dredged from the Point to the Pass within a given time. But this was not done. The road was acquired by Point Isabel interests, reorganized and re-chartered under the name of Port Isabel & Rio Grande Valley Railway, and rebuilt between the Port and Brownsville, a distance of 26.28 miles. In 1925 it was acquired by W. T. Eldridge of Sugar Land, Texas, who had just sold his sugar Land Railway to the Missouri Pacific interests. Eldridge later sold the road to the Bayview Industries, owners of extensive acreage devoted to citrus crops, adjacent to the line.

When deep water was secured at Port Isabel in 1935, the future looked bright. But with the opening of the Port of Brownsville in May, 1936, much of her import, export and coastwise traffic was diverted to the new Port. This was offset only slightly by an arrangement made for this road to handle on a switching basis traffic between the City of Brownsville and the Brownsville docks. The business of the road continued to decline. Reports were current that it might change hands again, one of the prospective buyers being the Missouri Pacific. On October 14, 1940, the ICC authorized liquidation of the property, but it wasn't until some time in the latter part of 1941 that the little railroad was finally abandoned. While in operation, after abandonment of the Florida East Coast's Key West extension, the Point Isabel & Rio Grande was the southernmost railroad in the United States.

Officers of the road during its last years of operation were: President, Lon C. Hill; General Manager, L. S. Bourne; Auditor, General Freight and Passenger Agent, W. A. Ellington. Equipment consisted of two steam locomotives and three gas motor cars.

L. W. Kemp of Houston told of a very unusual experience he had at Port Isabel, or Point Isabel, as it was called in 1914. He met there the representative of a northern furniture manufacturer who was interested in buying the piling on which a track at one time had extended out into the water. The reason for his interest was that they were of ebony. This old-new railroad had the distinction of having used the most expensive material for piling of any railroad in the United States.

Q *Recently, while commuting from New York to Weehawken via the Cortlandt Street Ferry, I saw New York Cen-*

A. F. Sozio

TENEMENT at 557 W. 32 Street, near 11th Ave., New York City, as it appeared on morning of February 25, 1903 with dignitaries and house wreckers assembled for first stage in construction of Pennsy's North River tunnel extension. Charles M. Jacobs, Chief Engineer, stands fourth from right, Chief Assistant James M. Forgie, third from right. Gustav Lindenthal, famous bridge builder, is second from left

tral's Tug Number 35, wtih chevron markings on its smoke stack. What is the significance of this?

A The chevrons indicate that this piece of NYC marine equipment saw military service in World War II.

* * *

Q *How did Mount Robson, highest peak in Canada, on the CNR's main line through the Rockies, get its name?*

A That's a mystery the Canadian National and many others would like to find the answer to. Towering 12,972 feet above the little settlement of Mt. Robson, B.C., Mount Robson is world-famous, but no one knows who named it, or why. Mt. Robson is first mentioned in the book "Northwest Passage by Land," by Milton and Cheadle, published in 1865. The mountain is marked on their map, but nothing is said about by whom or after whom it was named. Alexander Mackenzie, who came through the Yellowhead Pass from what is now Jasper National Park, refers only to the "height of land" which he marked on his map, and Simon Fraser doesn't say anything about it at all. Similarly David Thompson, who must have passed close, does not write of the mountain. Again, David Douglas, the botanist who gave his name to the Douglas fir, went through the same country in 1872 but does not mention the peak in his journals. Many of these early explorers must have known of two books writen by Joseph Robson, and old Hudson's Bay man, in 1753-63, but authorities do not believe the mountain was named after him. A check of Hudson's

Bay Company employes for 40 years before the first mention of the name gives no Robson, unless the name was corrupted from Robinson or Robertson. In any event, there seems to be no record of the origin of the name given to one of the most famous mountains in Canada.

Q *Please give us a story on the Rio Grande's "hot rod" which is rendering valuable service in the railroad's new Grand Junction classification yard.*

A Brain child of the D&RGW's mechanical Department in Denver, the hot rod was built to shove 100-car freights over the hump. This operation required a locomotive that would not only provide additional tractive effort and braking power for humping, but would perform normal yard operations quickly and efficiently. A plan was formulated for construction of a booster unit, now designated as Number 25, to be used in conjunction with modified Fairbanks-Morse 1500 hp. Switcher Number 151. Modifications to the 151 to provide power supply and control for the booster unit were completed in April, and construction of Number 25 began at Burnham Shops under the general supervision of Division Locomotive Foreman Andy Bisgard and Electrical Foreman Bill Schultz. Baldwin 660 hp. switcher Number 68 was chosen for conversion to Booster Unit Number 25 and was stripped of its superstructure, Diesel engine, controls, main generator, air compressor and air brakes. Only the underframe, traction motors and trucks were retained. The underframe was fitted with new traction motor blower motors and air ducts, 24 RL air brake schedule, automatic sanders, and a body suitable for application of rail and concrete ballast, to bring the total working weight to 241,000 pounds. Electrical lockers were provided for installation of a GRS inductive cab signal system to give the engineer visual indication of the hump master's humping instructions, and receptacle boxes were installed on each unit for power cable jumpers and control cable jumpers. When the booster unit is cut in, it draws enough power to provide 65 percent additional tractive effort for humping. As conditions demand, the booster unit may be isolated, allowing the 151 to operate singly. Thus, Booster Unit Number 25 is an inexpensive, practical contribution toward maximum hump yard efficiency.

Also placed in service, by the end of May, was a generator unit, Number 250, built in Burnham Shops. This piece of equipment may be coupled with road Diesels to provide steam for passenger specials and military trains, giving maximum utilization of the road's fleet of Diesel locomotives, only seven of which are equipped with steam generators. The equipment is similar to auxiliary water tank cars for many years used with 3600 class *Mallets*. Another steam generator unit, Number 251, has been completed and placed in operation.

* * *

Q *On June 10th Penn Station celebrated the 50th Anniversary of the start of construction of the North River Tunnel extensions giving the Pennsylvania Railroad direct access to the heart of Manhattan. Kindly supply some information on this.*

A On that date, in 1903, a small group of workmen and civil engineers gathered in the basement of a tenement building at 557 West 32nd Street, near the Northeast corner of 11th Avenue, to open the valve of a pneumatic drill and take the first bite in the City's bedrock for the $113 million project comprising the two North River and four East River Tunnels and the 28-acre station area, completed in 1910. A great new Manhattan station and a bridge or tunnel to reach it had been envisioned by PRR officials as far back as 1871, when the company's trains first reached the west bank of the Hudson at Jersey City, and plans for a midtown terminal began to take shape in 1892. The tunnel and station construction projects involved the razing of over 500 buildings. The location of the West 32nd Street flat is marked today by an inconspicuous brick

Paul Ziegler, Waterloo, Ont.

VANISHING MOGUL TYPE can still be seen on CNR, although you'd run out of engine numbers after counting thirty or so

ventilating tower and emergency stairway next to a building of the Railway Express Agency. In 1903 and for the next seven years, thousands of tons of rock, silt and other debris were lifted from the tunnels via the shaft at 32nd St. and 11th Avenue, rolled over a temporary trestle to Pier 72, and floated by barge to create fill for the Pennsy's new Greenville—Jersey City freight classification and storage yard. Through the tunnels and station which grew out of this project have passed over 2 ⅓ billion train passengers. 325 trains roll under the Hudson River and 637 under the East River each 24 hours, on an average. During the peak year of 1946, more than 109 million train passengers were recorded.

* * *

CORRECTION: Dick Horstmann, 743 Parson Road, Ridgewood, N. J., calls our attention to the fact that steam engines are no longer in operation on the Erie Railroad's Northern Railroad of New Jersey branch to Nyack, New York, as states on Page 63 of our August, 1953 issue. Reader Horstmann states that with the exception of the New Jersey & New York Railroad, which is still 100 percent steam-operated, all Erie operations have been completely Dieselized, since March of 1953.

It is our hope that it may be possible for the City of Paterson to acquire one of the Erie's Rogers-built K-1 *Pacifics,* for permanent preservation as an example of the local locomotive builder's art and to commemorate the locomotive-building industry, which under four manufacturers, made Paterson the City of Iron Horses for nearly ninety years, between 1837, when Rogers built the Sandusky, until 1926, when Danforth Cooke turned out their last engine.

As of June 15th the Erie owns only fifteen of the original fifty-nine K-1 Pacifics (2510-2568) and these engines, with builder, date, and present assignment are listed at the bottom of this page.

2516	Rogers,	1905	N.J. & N.Y. R.R.
2519	"	"	Spare (under steam), Jersey City
2521	"	"	N.J. & N.Y. R.R.
2522	"	"	Spare (under steam), Jersey City
2524	"	"	Stored, Port Jervis, N.Y.
2526	"	"	Spare (under steam), Jersey City
2528	"	"	N.J. & N.Y. R.R.
2530	"	1906	N.J. & N.Y. R.R.
2532	"	"	Stored, Jersey City
2536	"	"	Stored, Jersey City
2540	"	"	Spare (under steam), Jersey City
2546	"	"	Stored, Jersey City
2547	"	"	Stored, Jersey City
2559	Baldwin,	1908	Stored, Jersey City
2565	"	"	N.J. & N.Y. R.R.

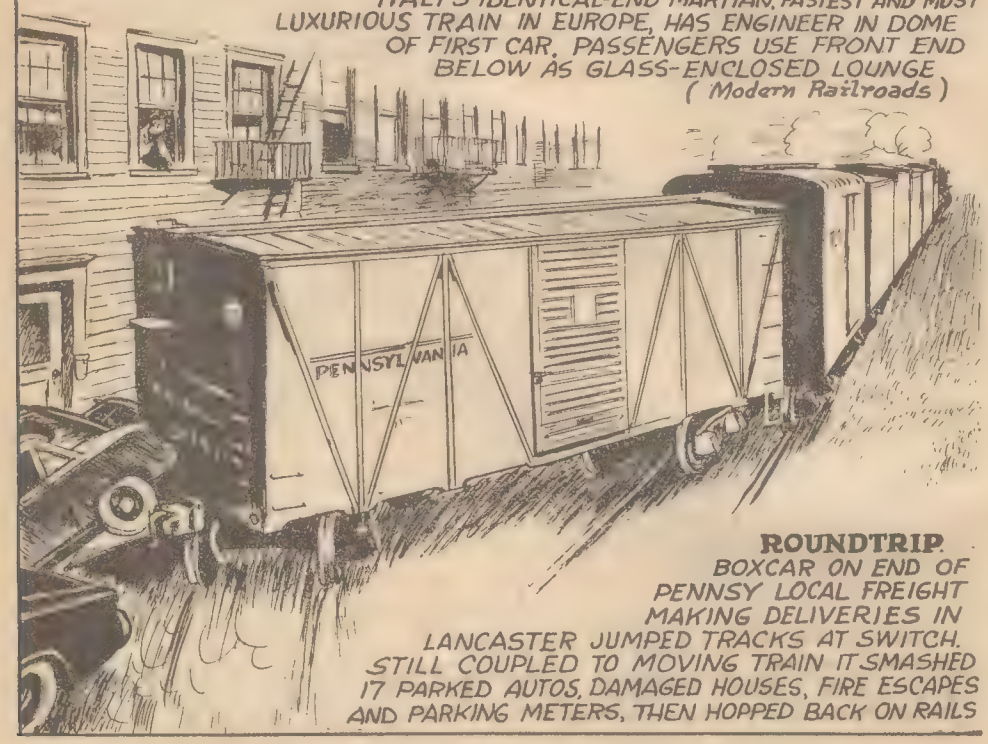
AMAZING THING! By Cooper
SENSATIONAL NEW TING CREAM FOR FOOT ITCH (ATHLETE'S FOOT)
- REGULAR USE HELPS RELIEVE ITCHING - SOOTHES BURNING BETWEEN CRACKED PEELING TOES - AIDS HEALING AMAZINGLY!
FIRST USED IN HOSPITALS NOW RELEASED TO DRUGGISTS GUARANTEED
TING MUST SATISFY YOU IN A WEEK - OR MONEY BACK!
IN LAB TESTS TING CREAM PROVED EFFECTIVE IN KILLING SPECIFIC TYPES OF ATHLETE'S FOOT FUNGI ON 60 SECOND CONTACT!
EVEN IF OTHER PRODUCTS HAVE FAILED TRY AMAZING TING CREAM TODAY! GREASELESS, STAINLESS
ALL DRUGGISTS ONLY 69¢ A TUBE
Ting Antiseptic Medicated Cream

ALONG THE IRON PIKE

by JOE EASLEY

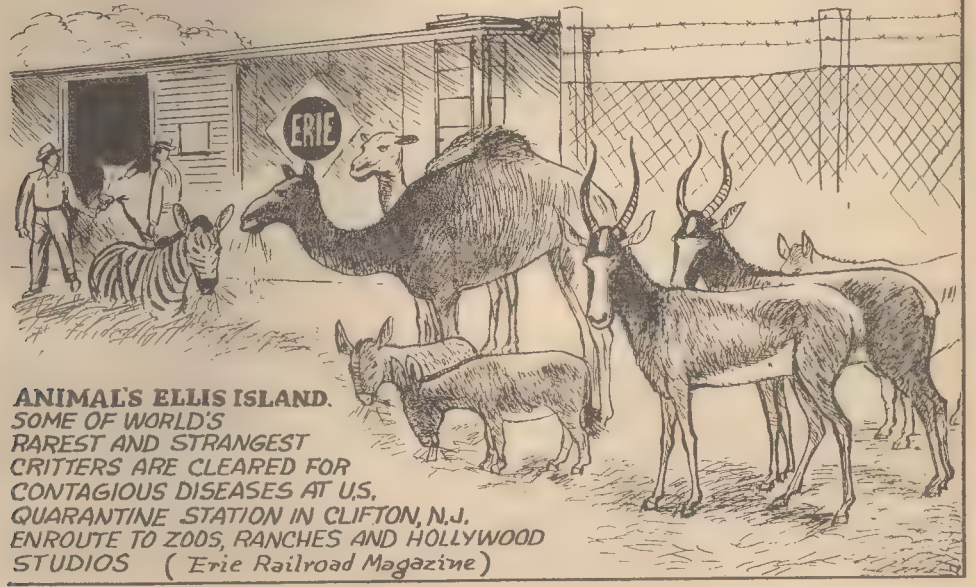
HOME PLATE TO TINPLATE. BETWEEN BASEBALL SEASONS, BROOKLYN DODGER CATCHER ROY CAMPANELLA RELAXES WITH MODEL RAILROAD IN HIS LONG ISLAND HOME
(Western Pacific Mileposts)

CONTINENTAL STYLE. ITALY'S IDENTICAL-END MARTIAN, FASTEST AND MOST LUXURIOUS TRAIN IN EUROPE, HAS ENGINEER IN DOME OF FIRST CAR. PASSENGERS USE FRONT END BELOW AS GLASS-ENCLOSED LOUNGE
(Modern Railroads)



ROUNDTRIP. BOXCAR ON END OF PENNSY LOCAL FREIGHT MAKING DELIVERIES IN LANCASTER JUMPED TRACKS AT SWITCH. STILL COUPLED TO MOVING TRAIN IT SMASHED 17 PARKED AUTOS, DAMAGED HOUSES, FIRE ESCAPES AND PARKING METERS, THEN HOPPED BACK ON RAILS

BLUE LAW BORE.
GLENFIELD TUNNEL ON OLD LEICESTER & SWANNINGTON RAILWAY ONCE HAD GATES TO KEEP OUT CATTLE. ON WEEK-ENDS PORTALS WERE PADLOCKED, AS TRAINS DIDN'T RUN ON SABBATH
(British Railways Magazine)



ANIMALS ELLIS ISLAND.
SOME OF WORLD'S RAREST AND STRANGEST CRITTERS ARE CLEARED FOR CONTAGIOUS DISEASES AT U.S. QUARANTINE STATION IN CLIFTON, N.J. ENROUTE TO ZOOS, RANCHES AND HOLLYWOOD STUDIOS (Erie Railroad Magazine)

GRAND ARMY RAIL ALBUM

BRADY photos from the collection of RICHARD J. COOK

BETWEEN the years 1861 and 1865, the surge of American railroad building was brought to a standstill by the War Between The States.

As the fighting grew in scope and seriousness, there was a realization on both sides that the railway could play an important part in the successful prosecution of a campaign, and from this realization there grew the idea of the United States Military Railroads, as part of the Union forces.

With miles of black and yellow mud between them and their supply bases, and only a short day's ration of bacon and hardtack in their haversacks, the weary soldiers of both Union and Confederate armies were gladdened many times by the musical wail of a locomotive whistle announcing that the railroad was at last up to the front. In a short time there would be better rations and mail from home.

Actually, there were but few military railroads in operation during the conflict, and these few existed only in portions of the theatre of war—in Virginia, Tennessee and Georgia. Roads owned by private corporations were siezed from time to time, and operated by the governments of both sides as military railroads, although

The American Civil War Was the First Railroad War. It Was Also the First Conflict To Be Extensively Photographed

the operation of a railroad under military supervision, with its original operating personnel, made of it a military railroad in everything but name.

The construction, operation and maintenance of the railroads of the Federal Army of Virginia and the Army of the Potomac were, until September 9, 1863, largely in the hands of Herman Haupt, who, for a time, also held general superintendence over all the military railroads of the United States. He was a graduate of the U. S. Military Academy in the class of 1835, but he resigned his commission soon after graduation and entered the railroad service in the State of Pennsylvania. His especial forte was bridge building. In April, 1862, Secretary of

War Edward M. Stanton summoned him to Washington and put him in charge of rescuing the railways and transportation service from the chaos into which they had fallen.

As the fortunes of war transferred territory from one side to the other, the railroad bridges were prime targets for destruction by both armies. In addition to the reconstruction and operation of miles of damaged track, one of the jobs of General Haupt's inexperienced forces was to rebuild destroyed bridges. The first to be so rebuilt was at Accakeek Creek, Va. This was erected complete with span of about 150 feet and an elevation of thirty feet in a little more than 15 hours, on May 3 and 4, 1862. The next, and most important construction was the deep crossing of Potomac Creek. Here there was built a bridge of crib and trestlework, 400 feet long and 80 feet high. Totally inexpert labor was employed, and only a very few officers who had any knowledge of that kind of work were available. With an insufficient supply of tools, with occasional scarcity of food and several days of wet weather, the work nevertheless was advanced so rapidly that in nine days the bridge was crossed by foot passengers, and in less than two weeks an engine rolled over it, to the great joy of the soldiers who had built the structure. After seeing the bridge, President Lincoln remarked, "I have seen the most remarkable structure that human eyes have ever rested upon. That man Haupt has built a bridge across Potomac Creek, about 400 feet long and 80 feet high, over which loaded trains are running every hour, and upon my word there's nothing in it but bean poles and corn stalks!"

CITY POINT, Va., eight miles northeast of Petersburg, was turned temporarily from a little village on the James River to a great town when General Grant finally settled down to the siege of Petersburg. During the summer of 1864 this eastern terminus of the military railroad towards Petersburg became a major landing point, garrison and ordnance depot of the Union Forces. At the juncture of the Appomattox and James Rivers, it became a point of entry and departure for more vessels during the closing months of the war, than any city of the South, including even New Orleans.

What was perhaps the first railroad artillery piece came into being when a 17,000-pound mortar called the *Dictator* was mounted on a flatcar and used effectively by the Union forces in the siege of Petersburg. Operating on the City Point Railroad, this weapon terrified the Confederate forces until they learned to dodge the 200-pound exploding balls. It could not be silenced by enemy guns because of its great maneuverability and it was responsible for putting many batteries out of commission.

Sherman declared the destruction of Southern industries to be a military necessity. Atlanta contained the largest machine shops and foundries south of Richmond. Also it formed a staging center for the South, where provisions could be gathered and forwarded to the front. To destroy the Atlanta shops and railroads would, therefore, cripple important resources of the Confederacy. Railways had been cut south of the city even before its capture on September 2, 1864, but it was not until November 15th, when Sherman had completed all his arrangements for his march to the sea, that on every railroad leading into Atlanta the ties were burned, the rails torn up and then twisted so as to render them permanently useless. The city was isolated from the rest of the Confederacy and from its source of supply.

Most of the photographs reproduced on these pages, actual on-the-spot scenes, were taken by that most famous of Civil War photographers, Mathew Brady, or one of his assistants. They followed the Union armies about in many campaigns and returned with permanent, visible records of an historic struggle. Aware that railroads were important in the war, Brady often turned his big, brass-barreled lenses toward bridges, stations, and especially, toward handsomely decorated locomotives gleaming in the sunlight.

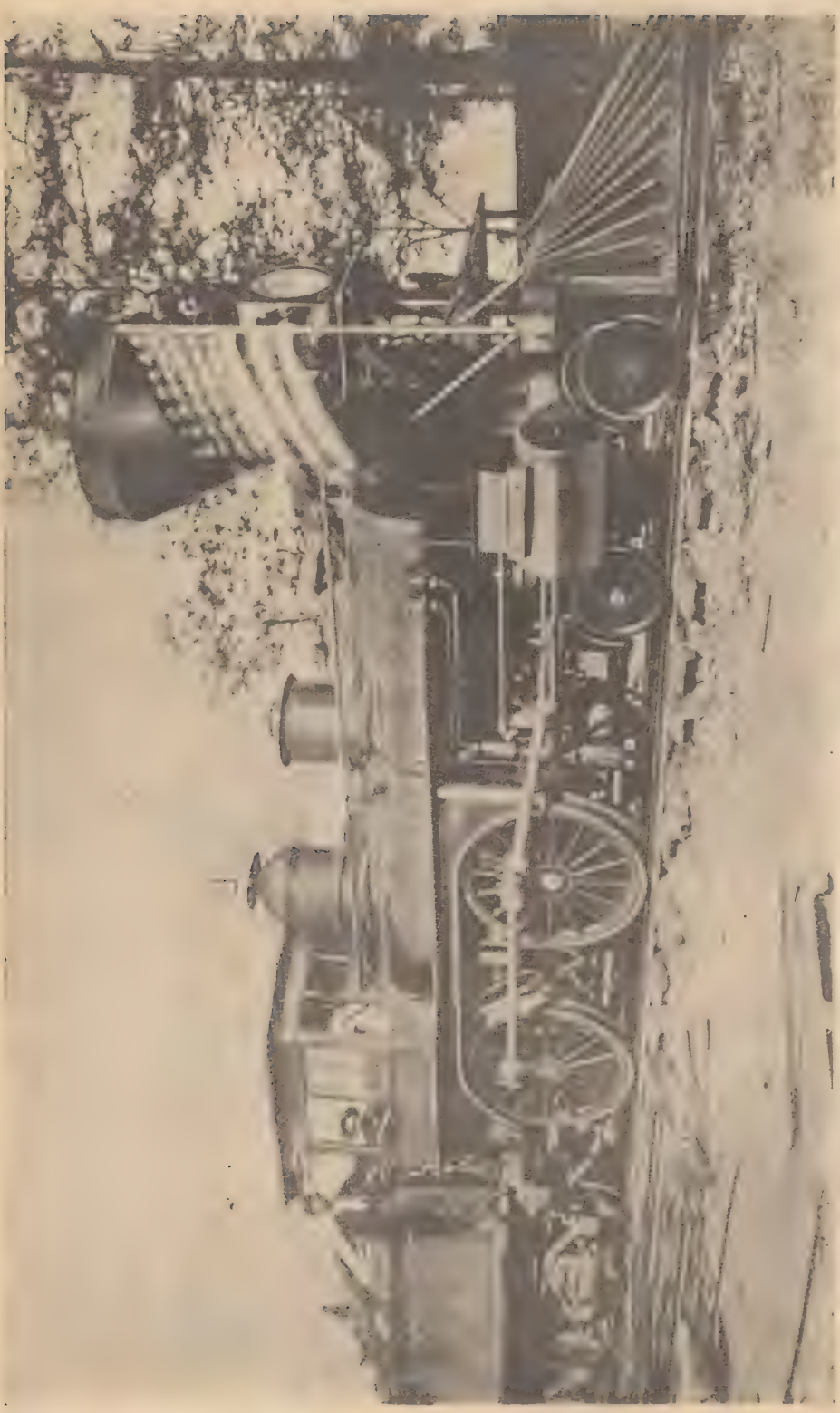
STAGING AREA of City Point, Va. WAS supply center longest occupied by Union Army. In this picture troops form up to entrain for front. Engine was USMRR No. 162

LOG FORT at City Point was backdrop for USMRR No. 133. This engine was built by Danforth Cooke of Paterson, N. J.

GENERAL HAUPT was named after great superintendent of U.S. Military Railroads, who had been a Pennsy man before the war.

FRED LEACH was the name of this engine. When photo was taken it had just escaped from the Confederates while running on Orange & Alexandria Railroad near Union Hills, N. C. Note holes in smokestack and tender

RAILROADERS posed their hoopskirted and bonneted girlfriends for this shot. Note engine's ornate bell-mount and trim. Scene was City Point, within cannon-shot of rebel army



FLAG-DECKED No. 156 was Baldwin product of 1864. Wood-toting tender was lettered USMRR

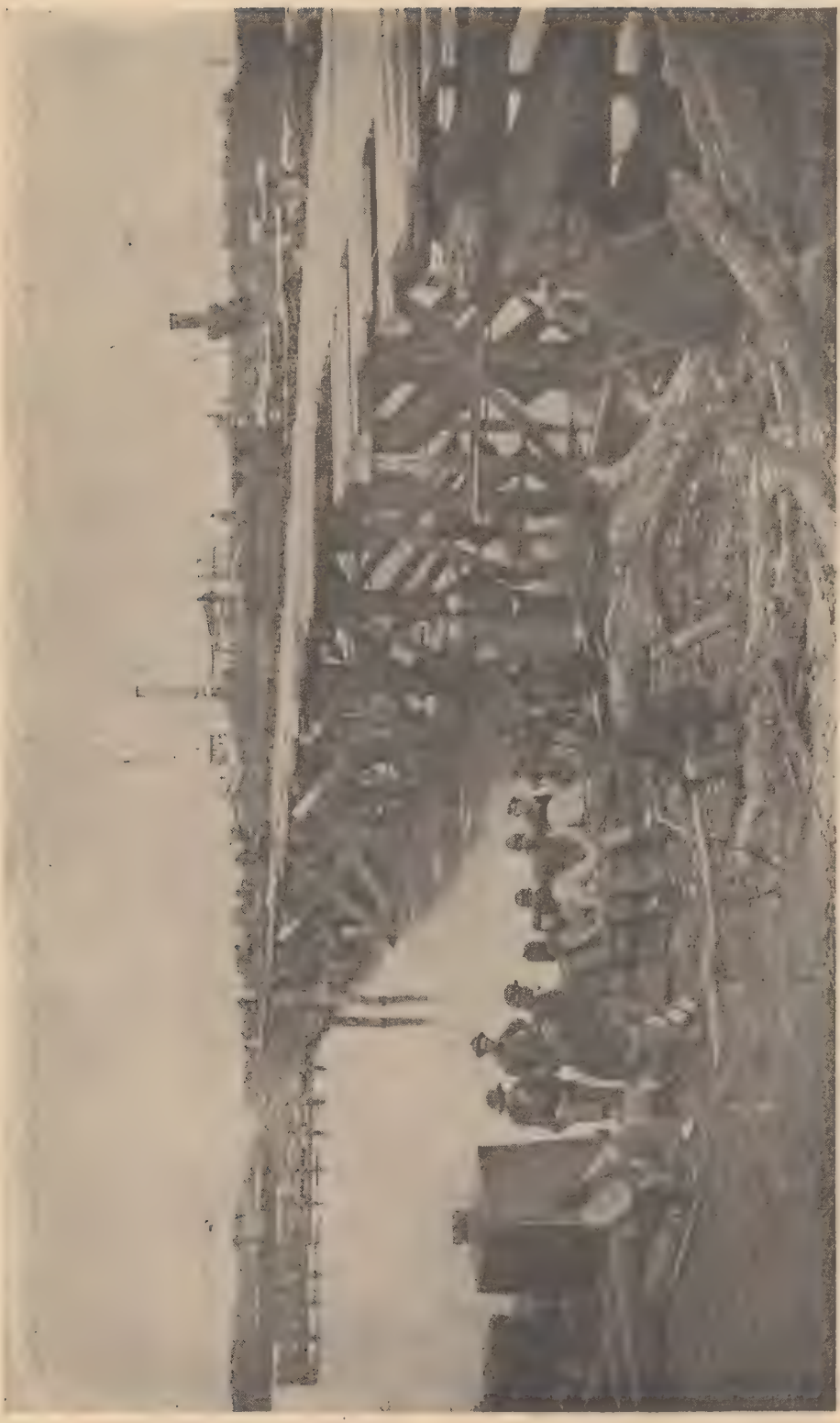
MILITARY RAILROADS were kept hard at work by the demands of war. Wharves at juncture of James and Appomatox Rivers saw much transshipment of war material between rails and water

IN THE FLESH. The great General Haupt himself oversees work on the military railroad. No detail was too small for his personal supervision. Picture was taken near Bull Run, in 1863

THE FIGHT against supply lines waged back and forth, with the railroads bearing the brunt. This picture shows the results of a raid by Confederates on Orange & Alexandria Railroad

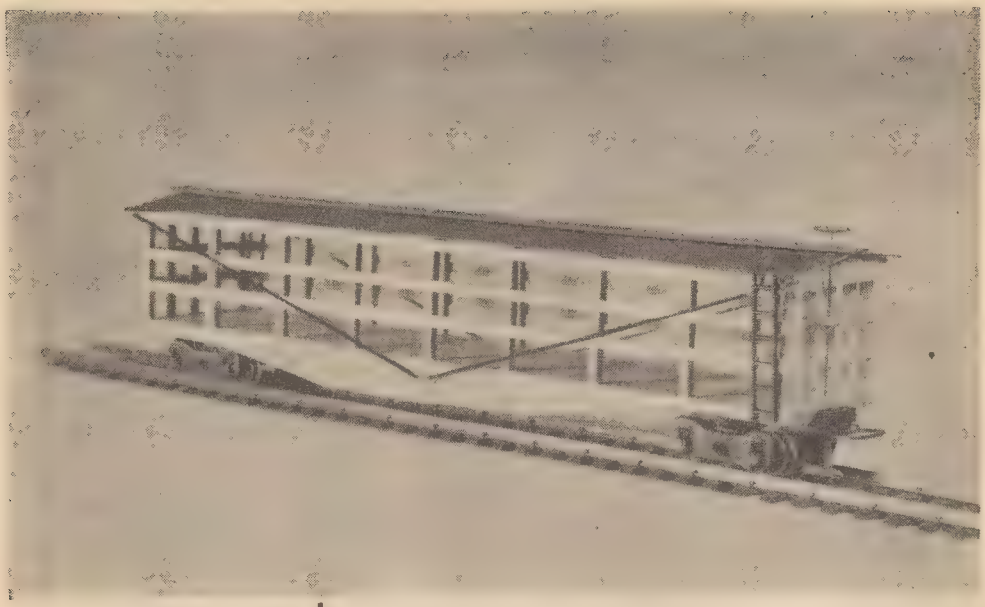
ATLANTA was prime target of Union forces, mainly because it was important railroad center. Demolished roundhouse is shown after Sherman's capture of the city, in September, 1864. Engine in foreground belonged to still-extant Atlanta & West Point

PRESIDENT LINCOLN characterized bridge across Potomac Creek as built of "beanpoles and cornstalks". Railroad was RF&P. Photo was taken by Capt. A. J. Russell of MSMRR



WHARF where military railroad locomotives were unloaded. At left is photographer's portable dark room

CONSTRUCTION corps camp in July 1864. Engine at left was General Dix, at right General McCallum. General Dix weighed 59,000 pounds, cost $9500



PAUL N. WHITE

BARREL RACK CAR

A Special Car for Empty Barrels—

IN MY 1909 Master Car Builder's Directory there is a most unusual and colorful car—one that I have been threatening to build for years—a barrel rack car for *empty* barrels. Now that I've gotten around to it, I've built three of them. It's tops for looks, and easy to construct. And, I might add, another one you'll want to add to your Little Pike series.

Remember, everything featured in this department will be a "first". It will not have been printed elsewhere. It will not be available in kit form. And month after month you'll be offered complete, how-to-build-it data on freight cars, reefers, cabooses, odd cars, right-of-way structures, industrial buildings, locomotives, and many more—from the voluminous files of the writer. Each will require a certain amount of work and follow-through to build. But wherever possible, parts that are commercially available at most hobby shops will be used.

The barrel rack car is a long, low baby and was built in the early part of the century by the Pressed Steel Car Company. It is 55'0" long, 9'9" wide and 8'9" from bottom of sill to eaves. With the exception of the roof the entire car is constructed of wood—and here again I recommend Northeastern Scale Lumber, which you can purchase at your hobby shop.

You'll find, for instance, their flooring comes to the exact width after allowing for the 1/16" thick side sills. Cut the floor to length and be sure the ends are exactly square. Cut out the side sills (see drawing) with a razor blade and cement

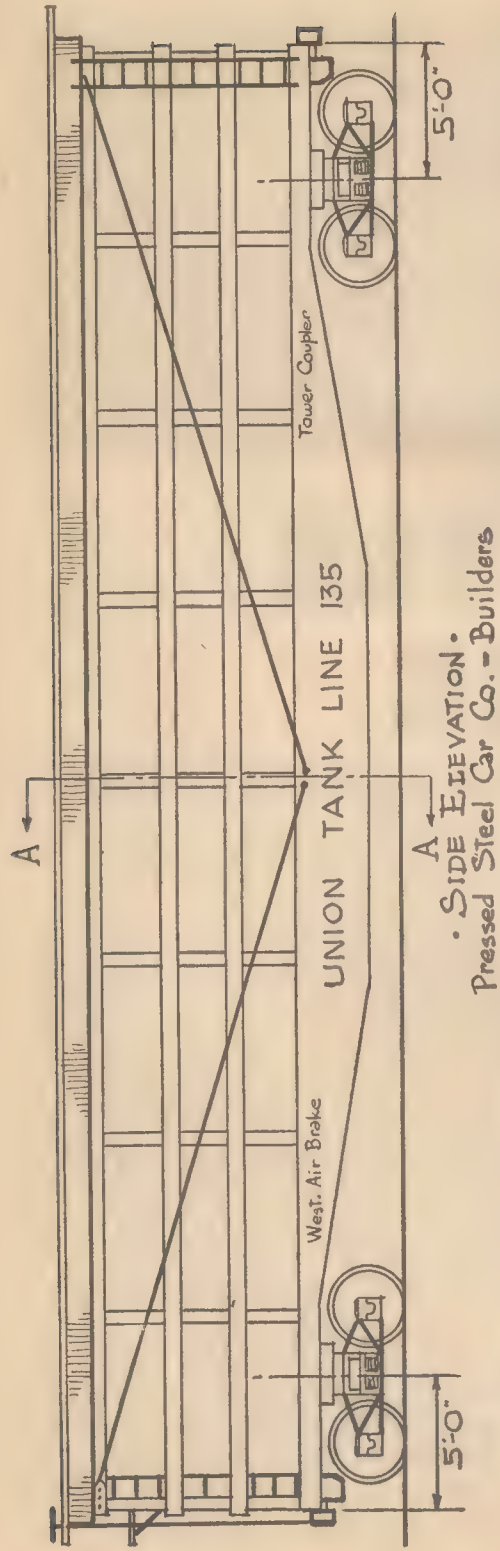
The LITTLE PIKE

It's Easy To Build And Easy To Look At

both in place to the edge of the floor, keeping tops flush. The next step is to build the superstructure.

There are various ways of constructing this, of course, but I found a method both extremely accurate and time-saving. Lay out on a stiff card, such as a manila filing envelope, a line to represent the top of the car floor. Now draw 9 perpendicular lines (at each post center) to indicate the 9 posts that run along the side. Do the same on another card, drawing 5 perpendicular lines to indicate the 5 posts at the ends. Lay a sheet of waxed paper (the kitchen variety) over the cards and thumbtack into place on your drawing board. Now lay your car floor on its side, so that the floor lines up and the posts are centered throughout. Prop the floor in place with a weight. The posts are 3/32" wood strips, square, cut to length. Drop a small blob of cement on the end of each post and carefully slide in against the car floor, meanwhile lining it up with the perpendicular line on the drawing. Proceed with the next and so on. Allow 10 minutes for the cement to set hard before removing the car. The waxed paper prevents the cement from sticking to the card and you'll be pleased to see how every post lines up perfectly straight. Turn the car over and go through the same procedure. Then lay the car on its end, on the smaller drawing, and repeat. Finish up with the final end.

You now have a series of posts running completely around the car, which is ready for the outside bracing. This consists of 3 horizontal 1/32" x 3/32" strips at the sides, and 2 strips at the ends. Trim to



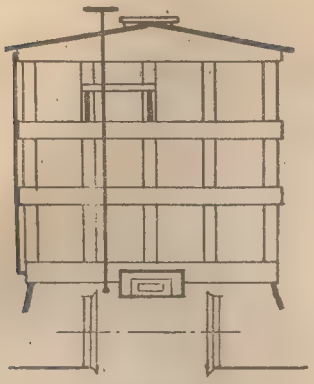
size and cement into place (I made small marks on the corner posts to indicate correct spacing). Finally, cut two end plates out of 1/16" thick pine, following the pitch of the roof, and cement them into place. The ends of the roof will rest upon these pieces.

Before proceeding further you'll have to paint the inner and outer surfaces of the superstructure. I used Floquil's Light Grey brushing lacquer, although if you prefer an aged, weathered appearance you can use a light flat black-and-turps wash. Just enough to barely stain the wood. The long bracing rods that run diagonally at the sides of the car are very unusual. These can be made from brass wire or 1/64" sq. stripwood cemented into place. Be sure to paint them black before mounting.

WE NOW come to the corrugated roof. E. Suydam & Company of 2080 Lincoln Ave., Pasadena, Calif., put out a line of HO structures, in kit form, which are built of corrugated tinplate. It's wonderful stuff to look at and work with. If you write him he'll sell you sheets about 3"x12" for a nominal price. Just the thing for these car roofs.

I intended to bend my roof slightly to get the proper pitch, but I don't have a tinsmith's metal brake. So I cut the roof into two parts with snips and laid them on the car so that they joined at the ridge. But alas! the pieces wouldn't lay flat, as there's a natural tendency for metal that's been cut to buckle slightly. I overcame this by cementing two 1/8" sq. wood strips on the underside of each half; one about 1/8" in from the ridge edge, and the other far enough in from the eave edge to clear the superstructure. For this I used Miracle Rubber Adhesive. It sets very fast so you'll have to work quickly (don't use acetate cements as they won't adhere to metal). The roof now remains perfectly flat, and after painting the undersides light grey, I cemented it into place with Miracle.

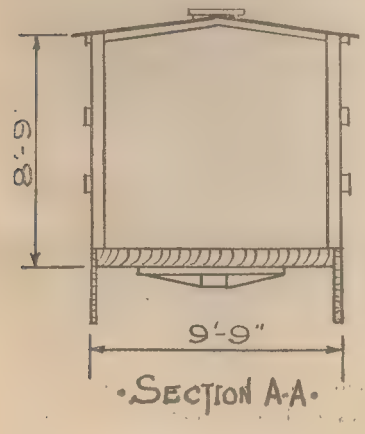
Next cement the roof walk into place. Follow this up with the ladders, steps and



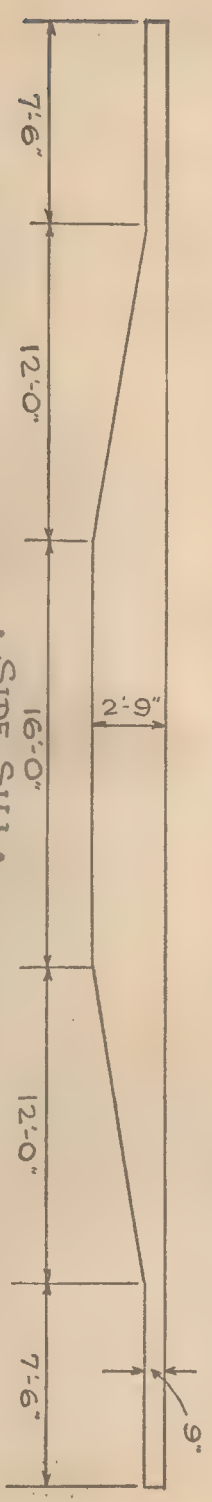
·END·

brake wheel assembly, with platform (all hardware is painted black). I used Central Valley's "old time" coupler pockets and Mantua's automatic couplers. Mount the truck bolsters on the bottom so that their centers are 5 feet in from each end. Although I have shown arch-bar trucks in the drawings I decided on the 40-ton Fox Patent Trucks made by Central Valley.

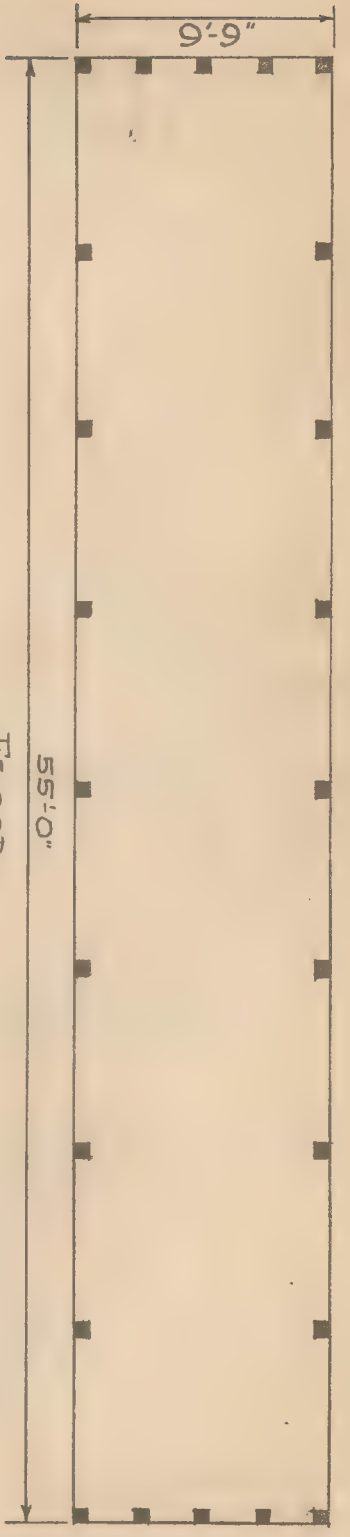
How did they get the barrels in the car, with no door? This had me for quite a while. Then one day it dawned upon me. They slid the barrels through the openings *on their sides,* then stacked them *upright.* Simple isn't it?



·SECTION A-A·

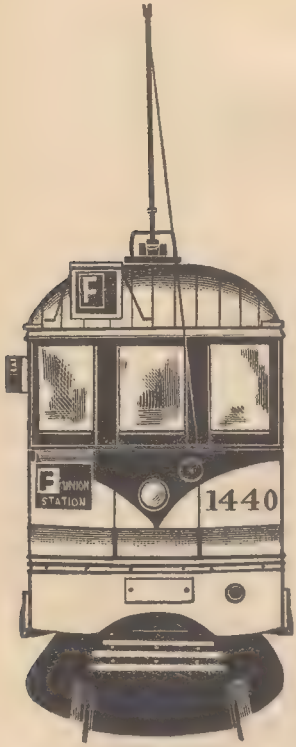


·SIDE SILL·



·FLOOR·

JUICE LINE PHOTO



Photos by S. D. Maguire
Unless Otherwise Noted

AS A DEPARTURE from the usual Electric Lines feature, Railroad Magazine this month takes you on a tour of today's passenger-carrying juice lines throughout the U.S.A. With some 40 photos, we daresay this survey is the largest picture feature ever to appear in any publication. No defunct railways—all current passenger operations as far as photographically possible. You'll probably miss the PCC cars of Detroit, and

SURVEY

Compiled by
TED SANCHAGRIN

H. L. Kelso, Los Angeles

Newark or what's left in Birmingham; Rochester's subway; New York City's underground and elevated lines, but on the whole we think you'll enjoy this picture trip on the nation's city streetcars, interurbans and El lines. Los Angeles residents may note editorial license taken above: Car 1298 still runs on "8" line but not to Union Terminal Loop, now served by "S" route.

QUEENSBORO BRIDGE RY. One of two trolley systems in New York City, this one's orange-and-cream handful of cars serve Welfare Island, running over span between Manhattan and Long Island City

BMT DIVISION, NEW YORK CITY TRANSIT AUTHORITY. Brooklyn has 3 lines, 120 trolleys (100 streamliners). No. 1000 is predecessor of PCC pioneered in City of Churches

ATLANTIC CITY TRANSPORTATION CO. Resort burg boasts yellow-and-black Brilliners. No. 6923 on Atlantic Avenue. Chamber of Commerce says there's no snow on the boardwalk or avenue

METROPOLITAN TRANSIT AUTHORITY. Boston (Arlington Center car here) lost some passenger business when Braves moved to Milwaukee

SCRANTON TRANSIT CO. Blue-and-cream Brill master-built car defies age with streamlined paint job in downtown section of Pennsylvania city

JOHNSTOWN TRACTION CO. Pennsylvania town, smallest in world with PCCs, has 17 of them. Orange-and-cream 402 navigates Coopersdale loop

ALTOONA & LOGAN VALLEY RY. Juice line in Pennsylvania sends orange-and-cream No. 55, the Juniata car, to Pennsy yards and back, here downtown

PITTSBURGH RAILWAYS. Smog Town ranks second in U.S.A. with 666 PCCs and all built by St. Louis. Red-and-cream 1708 stops at Castle Shannon enroute to Library

REYNARD WITH WINGS. No. 8218 of the Philadelphia Transportation Co., formerly Philadelphia Rapid Transit, was Fox Chase-bound when snapped in 1949

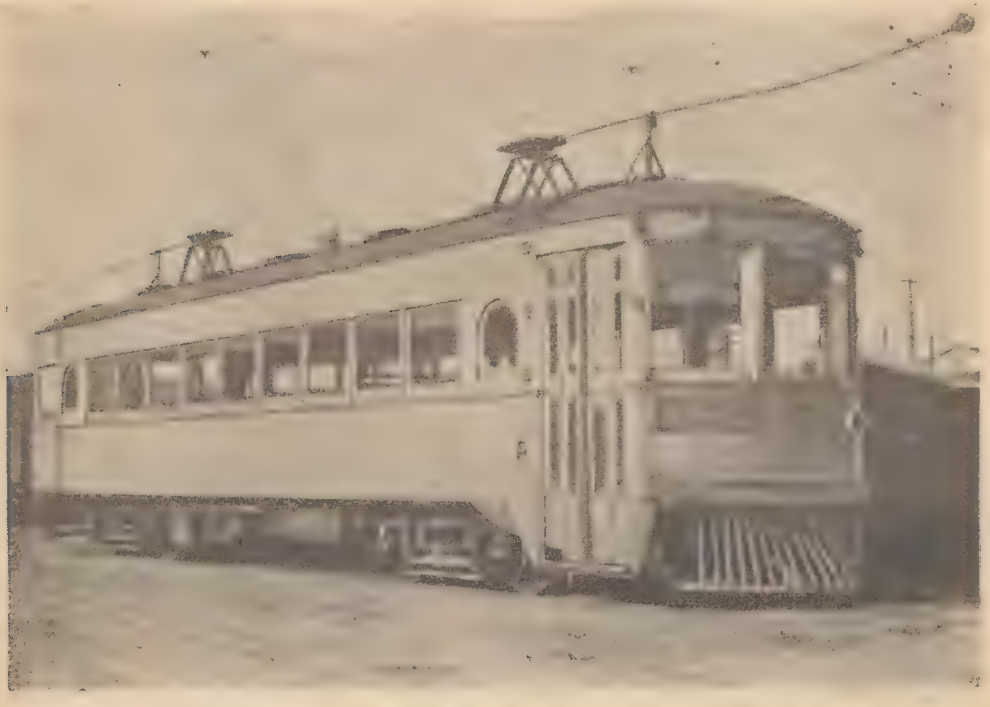
J. H. Richards

PHILADELPHIA TRANSPORTATION CO. First of 470 PCCs were delivered in '38 to old Philadelphia Rapid Transit Co. This is a Brilliner, '39 vintage

PHILADELPHIA SUBURBAN TRANSPORTATION CO. Fourteen streamlined trolleys were built by St. Louis. Double-end No. 23 departs from Upper Darby bound for Ardmore

PHILADELPHIA & WESTERN RY. Stratford car No. 167 leaves Upper Darby terminal on third rail. Lehigh Valley Transit Railway, car in background, was abandoned recently

CAPITAL TRANSIT CO. Only city with PCCs fitted for conduit ploughs, Washington, D.C. uses underground third rail for its 489 St. Louis streamliners

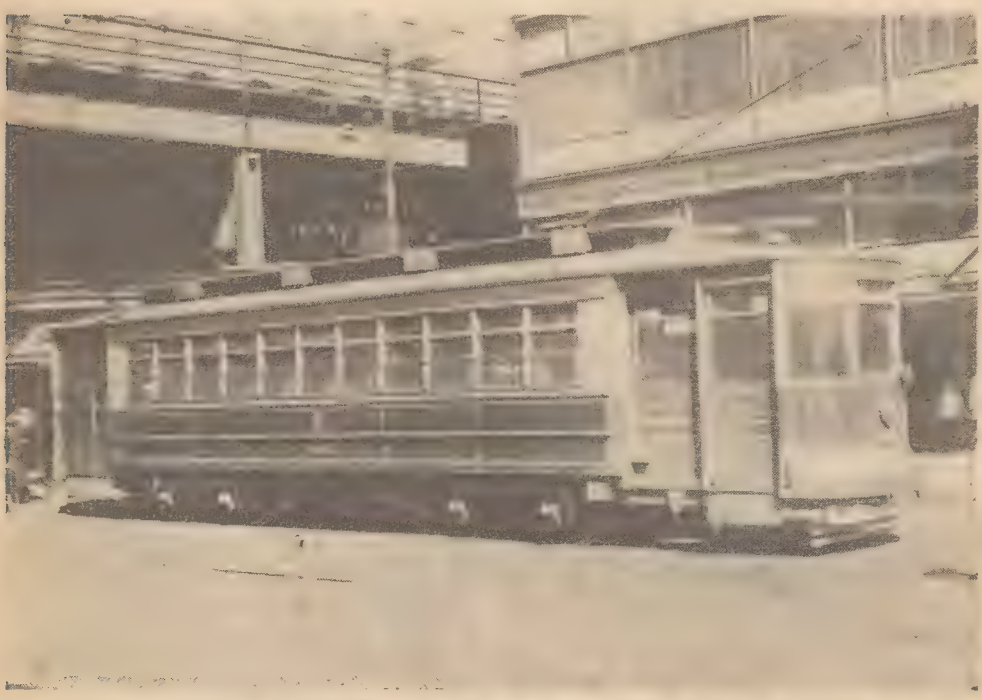


PORTLAND TRACTION CO. Two interurban lines reach Oregon City and Bellrose (No. 4006 above). Firm recently added some Pacific Electric jobs to Oregon City run

BALTIMORE TRANSIT CO. Among routes is one-car Lorraine Cemetery run, No. 5706, alongside of narrow street in Dickeyville enroute from Walbrook Junction

HAGERSTOWN & FREDERICK RY. Operated by Potomac Edison Co., cars give four trips daily, meeting all Western Maryland Ry. trains in 17-mile run to Thurmont, Md.

SHAKER HEIGHTS RAPID TRANSIT CO. No. 76 near Shaker Square outbound for Green Road terminal is one of 25 Pullman-built PCCs in Cleveland suburb. Outfit recently picked up 20 St. Louis streamliners from Twin Cities



CHICAGO TRANSIT AUTHORITY. No. 402 on Clark Street entering word-famous Loop. Note El tracks overhead. CTA has 680 PCC surface cars, most in U.S.A.

THAT TODDLING TOWN. Train of the Chicago Rapid Transit, now CTA, on Lake St. El. Chicago has 204 rapid transit PCCs in service (four articulated) plus two surface jobs being converted, one by St. Louis, other by Pullman

CLEVELAND TRANSIT SYSTEM. Car 4022 in Brooklyn (Ohio, that is) enroute to State Road. Company sold 75 PCCs to Toronto, releasing them as fast as it can substitute

SOUTH SHORE LINE. Ninety-mile Chicago, South Shore & South Bend Railroad has headquarters in Michigan City, Ind. (yards and shops above), 56 miles from Chi, 34 out of South Bend. Road depends on passengers for 87 percent of revenue

NORTH SHORE LINE. The Chicago, North Shore & Milwaukee Ry. has two main routes and a branch and occasionally caters to railfans, above

ILLINOIS TERMINAL RAILROAD. Company's dwindling interurban passenger lines are East Peoria-Springfield-St. Louis (171 miles) and Springfield-Champaign branch (89 miles). No. 455, in Granite City outside St. Lou, is one of eight PCCs

J. Wallace Higgins

CHICAGO, AURORA & ELGIN RY. No. 454 heads 2-car train leaving Wells St. terminal. In background, the downtown Loop district

WATERLOO, CEDAR FALLS & NORTHERN RY. Iowa traction firm's orange-and-cream trolleys give service to Cedar Falls, Waverly. This is the Waverly combination car at the terminal in Waterloo

FORT DODGE, DES MOINES & SOUTHERN RY. Iowa system ordinarily doesn't run cars in multiple—this one was YMCA special taking Des Moines members to camp at Boone

ST. LOUIS PUBLIC SERVICE CO. Newer type PCC, downtown, has standee windows, arm rests, shadow apron to eliminate windshield glare. Missouri community enhances 300 streamliners with red and ivory paint

ST. LOUIS WATER WORKS RY. Old orange wooden interurban hauls workers five miles to pumping station at Chain of Rocks

MILWAUKEE & SUBURBAN TRANSPORT CORP., or Milwaukee Electric Railway & Transport Co. until sold for $10 million to Milwaukee coal firm president and three Chicagoans. Beer City's 952 crosses canal downtown enroute to NW (Chicago & Northwestern) Depot

OMAHA & COUNCIL BLUFFS RY. Little publicized Nebraska firm has two lines, 47 cars (seven in 900 series, and Nos. 1001-1040), much more than are needed for small operation

TWIN CITIES RAPID TRANSIT CO. Minneapolis-St. Paul firm had 141 St. Louis-built jobs, now has 91—Public Service Coordinated Transport in Newark, N. J. bought 30 for subway run, Shaker Heights picked up other 20 for $20,000 apiece

KANSAS CITY PUBLIC SERVICE CO. Midwest metropolis has six streetcar lines, 184 PCCs, one inactive Birney. Country club line operates minus 1221, scrapped a year ago

SAND SPRINGS RY. Oklahoma line runs between Sand Springs (Main Street above) and oil-rich Tulsa. Car came from Union Electric Ry. of Coffeyville-Independence, Kansas

NEW ORLEANS PUBLIC SERVICE CO. This Louisiana system has three routes. Here, Canal Street tripper car, olive-colored, moves out onto main track from barn

DALLAS RAILWAY & TERMINAL CO. Trinity River metropolis has 118 streetcars (25 Pullman-built PCCs) No. 613 runs into downtown Dallas on all-PCC Seventh Avenue line

EL PASO CITY LINES. Texas city's 17 PCCs came from San Diego. Special paint design, on this car only, appeals to Mexicans across border in Juarez

LOS ANGELES TRANSIT LINES. Green and cream 3078 and 1226 pass on Vermont Avenue at Alverado. City of Angels has 176 streamliners like 3078, all St. Louis-built

KEY SYSTEM. F line runs from Berkeley terminal above across bridge to East Bay Terminal in San Francisco. A and B lines carry 43 percent of passengers on span train routes

SAN FRANCISCO MUNICIPAL RY. Since fare increase, cable cars, which comprise 3 percent of system, account for 13 percent of profit. This is turntable on Powell and Market Streets

PACIFIC ELECTRIC RY. No. 5018 at Alameda Avenue stop in Burbank, Calif. Firm, owned by Jesse Haugh, has 30 PCCs, all Pullman-built, in addition to regular interurbans

Carbarn Comment

Conducted by TED SANCHAGRIN

DREAM HOUSE? How would you like to live in a house where each day 369 streetcars pass on one side, 325 on another, and 170 encircle the building? This question was asked and answered in *ERA Headlights*.

Such a structure is the three-story frame within the Tioga Street loop of the Pittsburgh Railways near the city's eastern limits. The first floor has a waiting room, operators' lunch room and comfort station. The second and third floors were used until recently by the family of a company worker who has passed away. The structure is soon to be replaced by a one-story building for employes.

Three routes form a triangle outside the building. Tioga Street carries Route 76-Hamilton. Oakwood Street handles Route 87-Ardmore, plus carbarns for

Photo Courtesy of Ernie Plant

RARE MOVEMENT. To move 32 streetcars of abandoned Main Street line from Mt. Pleasant barns to Kitsilano shops for scrapping, British Columbia Electric Railway in Vancouver sent them through Canadian Pacific trackage in groups of eight behind Engine 3460 across yard to Drake Street interchange, where BCER electric No. 990 took over. This is the first batch, hooked together with short drawbars

Routes 60 (East Liberty-Homestead), 62 (East Pittsburgh-Trafford), 63 (Carey Avenue) and East Pittsburgh trippers. And the loop is the outer terminus of Route 88-Frankstown, which forms the third part of the triangle. In the area are 5 facing switches, including 4 electrics.

The night car of Route 87 circles the area all night long in its owl operation to Wilmerding, and close headway on Route 88 often calls for as many as four or five cars to lay over around the building at one time.

* * *

DANISH STYLE. A correspondent to the *Manchester Guardian* raves about Copenhagen's newest trams: "Single-deckers, long, clean, capacity over 100, centre gangway, leather seats, all metal interior of aluminum or similar alloy, enclosed cab and seat for driver, seat at entrance in rear for conductor."

S. D. Maguire

LATTER DAY CONTEMPORARIES. Two decades ago Portland-Lewiston Interurban Railway's black No. 14 halted at Union Square in Lewiston, Main and Lisbon Streets, along with Birney car of Androscoggin & Kennebec Railway

As passengers enter they pay at the conductor's small desk, buying quickly a single or return, a weekly or season ticket. No pushing, no squeezing, no dodging the fare. Complete smoothness, silence.

Bell pushes are within easy reach of all passengers, and when the tram is about to stop a red sign lights up saying *Standser* (Danish for *Stopping*). The driver calls the name of the stop through a loudspeaker, while a similar stopping notice warns the traffic outside.

* * *

READING MATTER. The Pacific Electric Railway in Los Angeles has a 3500-volume library for its workers. In the stacks are classics by Balzac, Defoe, Dickens, and works by current authors such as Evelyn Waugh, Henry Bellamann, Earl Derr Biggers. There are books on railroading, science, humor and a ten-volume set by Naturalist John Muir, plus a special section for young folks. And in another part are issues of *Time, Life, Cosmopolitan, Popular Science, Ladies Home Journal, Reader's Digest* and 19 other magazines. Wonder if *Railroad* is one of them.

North Jersey Chapter of the National Railway Historical Society published in September an illustrated article on slick paper called *The Trenton & Mercer County Traction Company,* by Howard E. Johnston of Plainfield, president emeritus of the chapter. This 26th issue of the group's *Marker* deals with the history of Trenton's local trolley lines and the suburban lines to Hopewell, Princeton and Hamilton Square. It has numerous photos, a 12-page roster of equipment and a map. Copies are 50 cents in coin only, from R. S. Wendeling, Circulation Editor, 114 Oakley Street, Roselle, N.J.

Continuing his research into old trolley lines which dotted the Susquehanna Valley, Gene Gordon of Sunbury, Pa. has written *Toonervilles of the Susquehanna,* which covers the small lines which radiated from Milton and Bloomsburg. This is a sequel to his *Susquehanna Trolleys* of Sunbury and vicinity. Gordon's latest booklet takes in the Lewisburg, Milton, & Watsontown Passenger Railway, North Branch Transit Company, Berwick & Nescopeck Street Railway, Danville & Sunbury Transit Company and a number of other projected lines. It has 64 pages (picture pages not numbered), 54 photos, 6 maps. Price is 60 cents postpaid and the publisher and order handler is Felix Reifschneider, Box 774, Orlando, Fla.

* * *

BOOMER. D. L. Graadt van Roggen of Lynwood, Calif. inherited his love of railroading from his father (same name), many years dead. His father was an oldtime railroader in the Netherlands —director and *ingenieur* of rolling stock for the Staats Spoorwegen (State Railways), with an office in the City of Utrecht. The younger Roggen, since arriving in North America in 1920 has worked as a motorman on the Winnipeg Electric Railway and the old Salt Lake City Electric Street Railway. Recently he finished an 8½-year stretch on the Pacific Electric Railway, first as a conductor on the old Venice Short Line out of Los Angeles, then as a PE freight trolleyman, and finally as a conductor on the Long Beach Line.

* * *

MORE CARS. The New York City Transit Authority, recently formed over the dead bodies of Mayor Impelliteri and his Board of Estimate at the insistence of Governor Dewey and the State Legislature, took its first big step to stop "gross mismanagement" of the New York City Transit System by raising the fare from 10 cents cash to 15 cents in tokens.

After the completion of improvements to the rapid transit lines in Brooklyn and Queens next year, the Authority will buy 220 subway cars provided for with $20,220,000 in the city's capital budget of 1953. Of the 220, twenty will be bought from the Staten Island Rapid Transit Railway of the Baltimore & Ohio. These are leftovers from the SIRT's North

MIDWAY. Niagara, St. Catharines & Toronto Railway's northbound and southbound cars (No. 130 right and 83 left) meet north of Welland halfway between Thorold and Port Colborne. Juice line is owned by Canadian National

William D. Middleton

Shore and South Beach lines abandoned to passengers.

New York will pay the B&O $10,000 apiece for these BMT-type cars, which are 67 feet long and were built in 1925. Modifications to make them suitable for operation on the city lines will cost $72,000. The 200 other cars will be purchased new from car manufactureres at $100,000 apiece.

Sidney H. Bingham, general manager of the Authority under the Chairman, Major General Hugh J. Casey, had said when he was chairman of the old Board of Transportation that the city should stop building subway cars like battleships that can run practically forever and substitute up-to-date 20-year life models.

* * *

WRITER'S CRAMP. Glenn Moe of South Bend, Ind., author-photographer of *South Shore Line* (February '53) says he still receives requests from railway workers asking him to autograph their copies of that particular issue. Only one complaint against the feature has been received here, from Charles Jones, vice-president and general manager of this Chicago, South Shore & South Bend Railway (July '53).

* * *

CONNECTION. Mention the Philadelphia Transportation Company at *Railroad* and the comment most likely heard is: "That's the city whose trolleys Leslie Ross used to take such good pictures of." This comes to mind because Richard Lane Jr. of Haverford, Pa. has sent in a few facts on Philly.

"Recently the transport company, which has been applying for an increase in fares from 15 to 17 cents, charged that the City Administration is trying to bankrupt the firm so it can be bought more cheaply and run by the city," says Lane. "To date, the city neither confirms nor denies it."

According to a 50-year agreement between the city and company due to expire in 1957, Philadelphia can buy the system and operate it if it wishes. Under existing traffic conditions the PTC hopes to keep most streetcar operations because it could not carry in buses the same num-

ber of passengers it now handles in trolleys. Philly fans can still boast about trolleys running on 18 of 22 north-south streets in the central business district of their city.

About a year ago a Sunday feature in the *Bulletin* entitled "It's Philadelphia," stated that the PTC carries more than half its passengers in streetcars. The percentages look like this: Streetcars, 59%; subway-elevated, 22%; buses, 17%; trolley buses, 2%. The rail lines serve the older more populated areas; the bus lines handle the less crowded outlying sections and suburbs.

* * *

GOOD QUESTION. L. D. Moore Jr. of Enid, Oklahoma, asks whether Manchester had seven, five or four modern cars (see *Manchester Street Railway,* August '53). It had four: Nos. 200, 202, 204, 206.

RUNNING. E. J. Quinby, president of the Branford Electric Railway Association, says the trolleys were operating this summer and fall between East Haven Green and Short Beach in Connecticut. Members of the noted museum resurrect and run old trolleys as a hobby.

A recent addition was the donation by the Toronto Transportation Commission of its home-built imitation, single-truck open trailer No. 11, an unmotored twin of the better-known No. 327. The Connecticut group may use No. 11 as a horsecar to provide a novel touch.

Trolleys run there every Saturday, Sunday and holiday during the summer and fall. The 10-acre spread may be reached by train to New Haven, then bus to East Haven Green. Motorists should look for the Farm River Road entrance to the property on U.S. Route 1 at the junction with Connecticut 142. Those interested are invited to visit, take a ride and join the association

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E. A. White, Brooklyn

MINNESOTA'S LOSS. No. 299, first PCC delivered to Twin Cities Rapid Transit, shown below at downtown St. Paul in '46, now runs in Newark Subway in New Jersey

Quinby says what the group has been working for over a period of several years occurred on the Fourth of July when the completely overhauled diesel-electric plant was put into operation, and private parlor Car No. 500 from the Connecticut Company made a test run over the line to a fanfare of whistles, bells and torpedoes. Car 500 was followed by No. 34, the four-wheel open trolley from Lynchburg, W.Va. There are 33 trolleys rescued from eight states, some in complete repair, others in various stages of rehabilitation.

* * *

FOUND. John G. Woodbury, whose whereabouts was sought by John Armstrong of Cleveland, O. (see Carbarn, May '53), writes that he is still very much alive in Rochester, N.Y. but has withdrawn from all railfan activities except historical help to authors because of his job with the New York Central there. Armstrong wanted to return negatives Woodbury had sent him in 1940.

* * *

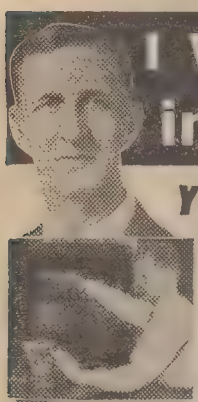
SPRING CHANGES. Myron Handy was motorman with the City of Minneapolis' mile-long Filtration Plant Railway since it started in 1917 until he retired a year ago September. Walter Hanson, who doubles in the plant, was motorman from the beginning when you could ride for three cents. Until 1947 a car made regular runs and carried passengers. Pupils and teachers used to avoid walking to Silver Lake School by riding to 41st Avenue. Waterworks' employes rode the car from the city limits at 36th and Central Avenues, along Reservoir Boulevard to the plant at 45th Avenue in Columbia Heights. In recent years the 42-ton heavy-motored car, twice

the weight of an ordinary one, pulled only freight cars of alum, coal and chemicals from the Soo Line tracks. When the Twin Cities Rapid Transit Company decided to stop supplying current to the Filtration Plant Railway in May, Minneapolis had to close the line and put the trolley up for sale, says Arnold Delger of St. Paul.

For the end of the Cedar Rapids & Iowa City Railway in May, Seaman Maurice De Valliere, enroute home to Clarksburg, W. Va. on leave, flew in from San Francisco, where he attends an electronics school on Treasure Island plus meetings of the Bay Area Electric Railroad Association. After the six-car Crandic run he went to the Waterloo, Cedar Falls & Northern Railway, also in Iowa, and rode an interurban to Waterloo. Two other last Crandic passengers, says Adolph Heinemann of Middle, Iowa, were Senator Burke Hickenlooper of Cedar Rapids and a seamstress, Mrs. Edith Diehl, who had been a daily commuter to work since the first trip in 1904.

SOURCE MATERIAL. John Keller, chairman of the Lima (O.) Lodge, Brotherhood of Railroad Trainmen, says he has a few facts to refute the statement of E. D. Wenmore of Chicago that Lima was not the first city in the United States to have electric car service (see Carbarn, July '53).

"I have carefully examined the local newspaper between 1878 and 1893," writes Keller, "and numerous articles establish that the Lima system was permanent and workable from the time it was opened. I do not know where Wenmore presumes to secure his knowledge, but it is a fact that electric car service was established in Lima on July 4, 1887 and was in continuous operation until May 13, 1939 except for brief periods due to fires, weather conditions, strikes or coal shortages (World War I). There are photographs in existence giving a complete history of the equipment used, and a few persons are still living who worked on the electric cars during the early years."



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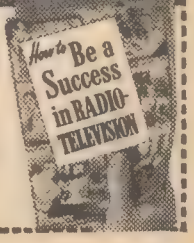

Philip R. Hastings

CLOSE QUARTERS. In Hagerstown, the B&O passes close to heart of the city, fronting on historic Antietam Street. Parking lot at the left was once the passenger station. Q-4 Mikado 4145 is shown switching the freight house track

On the Spot

Our Readers Talk It Over With the Editorial Crew

NUDISTS colonized in the San Francisco Bay area tried to hire a special Western Pacific train to lug 'em to a Nudists' Conference in Maryland this past September, but after a quick meeting of top execs the WP said "No."

According to the *San Francisco Examiner*, the nudists offered concessions. They told WP they'd wear clothes to the train "to avoid embarrassment" but would disrobe immediately upon boarding it. They asked for a Vista Dome car "so we can see all there is to see on the trip." Then came a request that threw the switch They wanted the entire train crew, even the porter, to work without clothes because, "there is no nudism like group nudism." WP hated to turn them down, but the thought of a redcap wearing nothing but a red cap was just too much.

CHICAGO & EASTERN ILLINOIS is having unusual success in cutting its passenger losses. For one thing, since 1946 they've slashed passenger-train mileage from 2,200,000 per year to 1,500,000.

"Today," comments Edward Kandlik in the Chicago *Sun Times,* "the road does not have a single passenger train that operates on an out-of-pocket basis. C. M. Roddewig, president, does not believe the passenger problem can be solved merely by pulling off trains. He says that every train taken out of service brings a reduction in the number of passengers.

"Reduction in the number of trains, however, does bring a consolidation of head-end business. Roddewig believes in big passenger trains carying a lot of people. He likes to couple two trains together and run them as one."

* * *

MRS. NELLIE BAILIFF, pioneer telegrapher, has answered the last call in her Los Angeles home at age 89. Known as "The Lady of the Desert," she won a place in Western railroad lore. In 1890 she and her husband, Daniel, opened the Southern Pacific's desert telegraph outpost at Cabazon, west of Palm Springs, Calif. She was one of the nation's first female lightning slingers.

After Daniel died in a railroad accident, Nellie stayed at the lonely way station, pounding brass to rear her six children. For years she toted the family groceries on horseback from Banning, six miles away. Friendly engine crews helped to get her oldest daughter, May, to and from the little public school in Banning. No train was supposed to stop at Cabazon, ordinarily, but more than one sympathetic hogger would slow down to a crawl so that his fireman could scoop up May from her mother's arms and into the cab en route to Banning.

Two of Mrs. Bailiff's sons became railroaders. One of them, Bert, an engineer on the desert run, took orders which she handed up to his cab before she retired

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No. 63 Unscheduled Stop as Tunnel No. 1 *by Carl Fallberg*

Proves too Snug for F & C's Luxurious New Business Car

in 1922. The other railroader, Ed, superintended the closing down of the old Cabazon depot when its usefulness was over. Three Californians, Arthur C. Davis, Harry H. Harrison and Guy Wheaton, sent us this news.

* * *

FROM ENGLAND, Arthur C. Palmer, a *Railroad* reader, writes that of all the material published in the magazine in recent years, he has most enjoyed Bill Knapke's articles. However, he found the story "Hudson Division Brakeman" by Albert J. Hassett, Jr. in the June issue, a close runner-up. Our English correspondent adds:

"Mr. Hassett has succeeded in making what was, I suppose, a prosaic journey in a caboose (we'd call it a brake van) fairly ring with the romance of railroading. British trains operate differently. The American procedure makes an Englishman prick up his ears. For example, the graphic description of the conductor (goods guard to us) displaying a red fusee to tell the man at the front end that his hack was clear of the main.

"Sending out a flag to protect a train as a routine procedure also is strange to us. We do that only in emergency, for all British trains on double track are signalled from one signal-box to another by bell code and are run by the absolute block system. On single-track lines the driver (hogger) carries an electric train-staff or tablet, which automatically insures against collision.

"All points and signals on our railways are operated by signalmen, so that trainmen can never 'take siding' of their own volition as Americans do. Train orders here are unknown, though the divisional control office can alter any working at once through contact with the appropriate signal-box.

"I consider our way the safest; I don't say the best. Thanks to Mr. Hassett for a fascinating article and to you, Mr. Editor, for a grand magazine."

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J. J. Pflaum

BIBLICAL-SOUNDING East Jordan & Southern Railroad is one of the lesser-known connections of big roads, Chesapeake & Ohio. The 18.6-mile shortline connects East Jordan and Bellaire, Mich., owns two locomotives, no cars. Service is freight only

READING an old issue of *Railroad Magazine* (March '52), a Morse operator named Mrs. Berrer in the Union Pacific office at Ogden, Utah, became interested in "The General Manager's Story," about E. G. Burdick. After some research, she discovered the old records of Burdick's employment in that office 60 years ago.

"I am now working probably the same trick that Mr. Burdick held here," reports John Reeder, 438 West 50th Street, Ogden. "We had no trouble confirming his employment and even the probable amount of his pay, $2.50 a day—slightly more than the present hourly rate."

* * *

AIRLINE travel on regularly scheduled domestic planes last year was 6½ times more hazardous than rail travel, according to ICC figures. The planes showed a 3.6 fatality rate per million passenger-miles, the trains 0.56. Both figures were record lows.

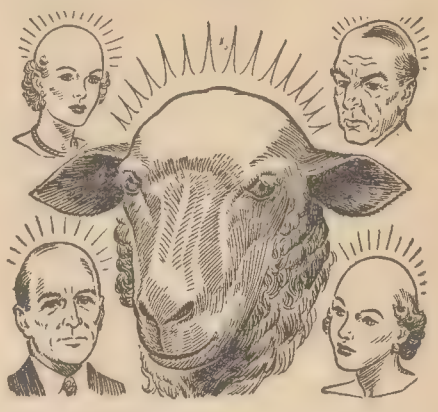
* * *

PERSONALITIES. With a record of about 36,000 haircuts and 18,000 shaves, Victor E. Aceto stepped down from the 20th *Century Limited* the other day, retiring after 40 years as a New York Central train barber.

Three Pennsy veterans have passed their 101st birthdays: Silas S. Kuhn, Harrisburg, Pa., maintenance of way, and Augustus W. Snyder, Pottstown, Pa., and Francis X. Jacquot, Wilmington, Del., both mechanical engineers.

Only one passenger was aboard his train the other day when Luther F. Sears piloted the last Boston & Albany passenger train between Pittsfield and North Adams, Mass. This ride marked the end of a service which started 107 years ago, laments Walter Thayer, Box 1588, Chelan, Wash.

DID YOU EVER SEE A BALDHEADED SHEEP?



Men and women who have abused and tortured hair and scalp for years with excessive washing, alcohol tonics, permanents, dyes, rinses, bleaches and now must pay the penalty because you've dried up or washed away the natural scalp oils that keep hair growing thick, luxurious, soft, flexible, strong, shiny and handsome . . . folks who comb hair with one hand and throw it away with the other . . . if you are alarmed at the receding hair line, the spreading bald spots, the thinning and falling hair because the scalp is shrunk tight, flaky with dandruff, itching all from dryness . . . replace the natural oils gone from hair and scalp with LANOLIN from the lowly sheep . . . the sheep whose problem isn't growing hair but getting rid of it. It's simple, easy and astonishingly successful. All you do is ask for NIL-O-NAL (spells lanolin backwards) . . . use NIL-O-NAL as directed daily on scalp and hair. In only 30 days see NIL-O-NAL repair the damage of dryness, see longer, thicker, more luxurious, shiny, wavy hair, or money back. Order today. $3.00 jar, only $2.00 plus tax and C.O.D. postage.

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THE NEW YORK CENTRAL will pay $18,000,000 for the new four-track twin-lift bridge it is building over the Harlem River in New York. This job proceeds under the watchful eyes of the daily thousands of NYC passengers who ride trains to and from Grand Central Terminal. About 78 percent of the traffic over the new bridge will consist of commuter trains. The first railroad bridge at that site dated back to 1841 and the second to 1856. Both were wooden. The modern steel-cement structure now being built there will be the fifth.

* * *

POCATELLO, Idaho, in bygone days was a place for boomers coming and going," recalls Fred B. Grassley, retired telegrapher and station agent, 532 North F Street, Lake Worth, Fla. "A fellow with little or no regard for the truth peddled phoney service letters on railroad stationery that identified him as a night yardmaster at Pocatello. These letters helped boomers to land many a job—until the brass collars caught onto them. This explains the rash of 'Pocatello yardmasters.' "

* * *

THOUSANDS of miles from the Pennsylvania Railroad, where it used to serve on a steam locomotive, a clear-toned bronze bell now calls the faithful to worship on a hilltop in Naha, Okinawa, reports Alfred J. Comstock, our *Information Booth* editor. The bell was delivered by two pensioned railroaders, George J. Knab and August C. Biber. It was requested by the Rev. Norman B. Godfrey, Episcopal missionary on Okinawa, who recalled nostalgically his boyhood days on the Pennsy. The bell came from engine S-22, one that he had moved around the enginehouse at Ebenezer, N.Y., between 1918 and 1922.

"With the way the railroads are turning to diesels, he commented, "there won't be very many steamers left when I get back to Buffalo next year. Tell the

PIKE'S PEAKER. Built especially for scenic climb, odd little locomotive was responsible for getting the observation car over the hump, on the Manitou & Pike's Peak Railway. Raised poop was designed to keep water level in boiler on trips up and downhill

Clyde Gould

Russ Vreeland, Sac City, Ia.

NESTLING close to walls of Knott's Berry Farm at Buena Park, Calif., "Old Betsy," Borax Mine Special, lazily squanders last days in the sun

boys to put a pail of steam in deep freeze for me against the sad day of the steam locomotive's passing."

* * *

T&P TRAIN and engine crews passing Bivins, a village in the piney woods of East Texas, noticed a little girl wearing metal braces on both legs and her back. As the trains rolled by the crew began tossing gifts to her. The packages contained such items as candy, chewing gum, pencils and paper, color books and crayons, and even a beautiful dress. A letter of thanks written in a round school-girlish hand revealed that the child was Lauduska Ann Perkins, age eight, a polio victim.

The generosity of T&P employes is typical of railfaring men all over the country. For example, we learn from Tom Acheson, 1646 39th Avenue, San Francisco 22, Calif., that a group of Western Pacific office workers recently fulfilled a longtime ambition of Charles Metulavich, a wheelchair patient at Letterman Army Hospital, by giving him a set of leather-working tools. Metulavich is a

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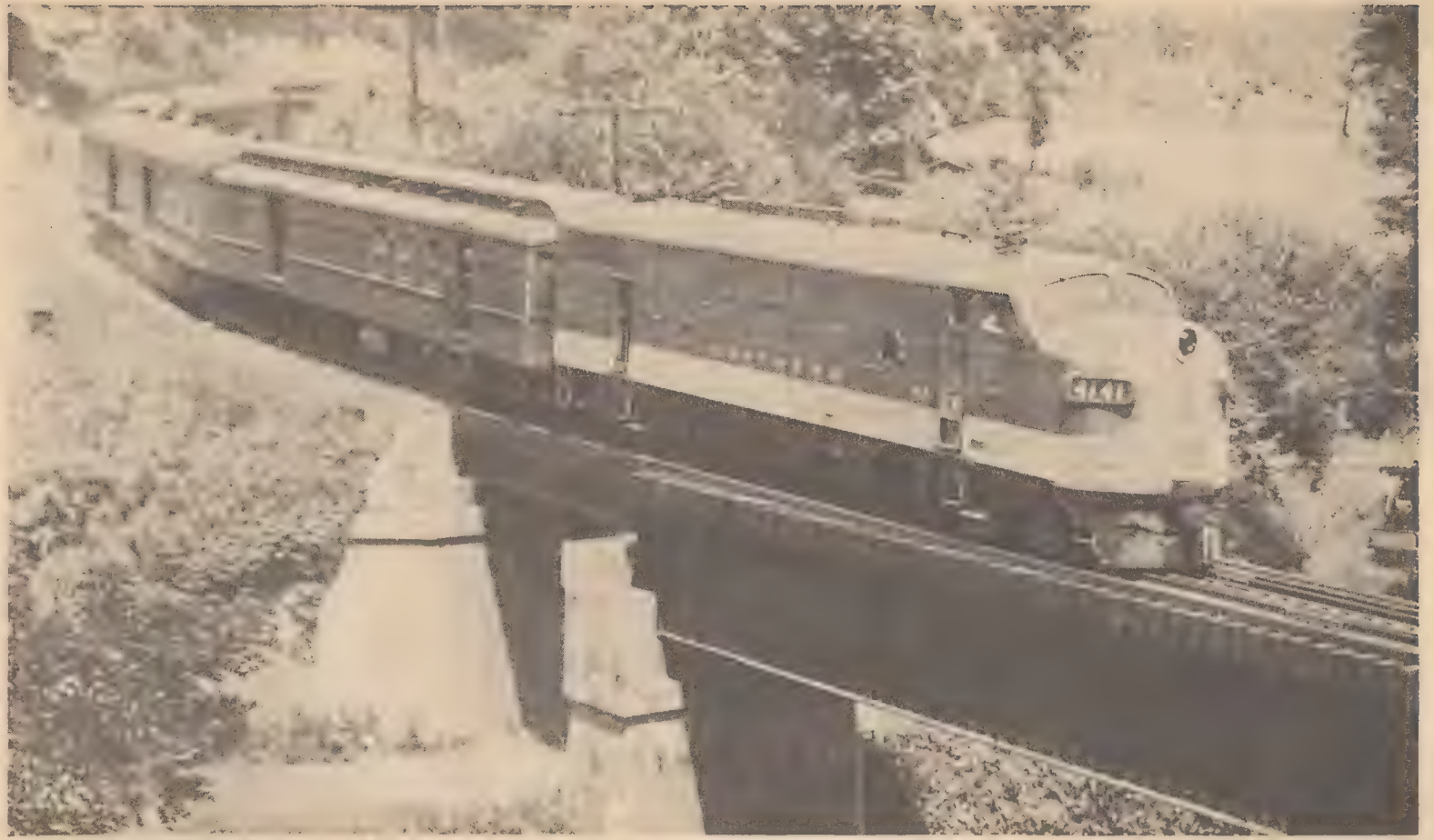

Floyd A. Bruner

SOUTHERN SCENES. SR's Train 22, on the Asheville to Goldsboro, N. C. run, eases down the eastern slope of the Blue Ridge. Bridge spans Mill Creek. Diesel is EMD 1500 hp. freight type

Korean War veteran. He showed his gratitude by presenting the first products of his leathercraft to his benefactors.

In the same state, Jill Miller, an invalid of Duarte, was the guest of honor of the Railway Club of Southern California on a round trip to San Diego, reports Dr. Frank A. Woodward, 2300 West 10th Street, Los Angeles. Jill had a private stateroom in the Santa Fe's finest Pullman, a car chartered for her special benefit. She picked her own crew and was joined by many club members, who rode with her on the special excursion. This occasion marked the climax of a story which began years before, when Jill was stricken with rheumatic fever and a heart ailment, and began waving cheerfully at the Santa Fe trains that passed her home. Confined to bed, she continued the waving with a bit of yellow cloth attached to a yardstick. Although Jill's back was to the window, she caught the trainmen's signals in a hand mirror.

Then the railroaders began visiting her. They learned that the girl's mother worked in a laundry to support her. At Christmas, they stopped the *Super Chief* for five minutes to play Santa Claus and gave the girl a big TV set, an easy chair, and other comforts. It was a great day when Jill Miller, her health improved, took the trip to San Diego and back.

* * *

THE PENN RAILROAD paid tribute to Ensign Jesse L. Brown, USNR, former store-room laborer at Columbia, Pa., who died fighting in Korea. Ensign Brown was not only the first Negro aviator in the American Navy, but was also the first Naval officer of his race to be killed in any war. His many decorations included the Congressional Medal of Honor for heroism, the Distinguished Flying Cross, the Air Medal, and the Purple Heart. Shipmates and fellow pilots have raised a $3000 fund for the education of his young daughter Pamela.

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G. E. Henderson

LONGLEGS. Well-proportioned A6 Atlantic of the Southern Pacific was built with drivers of unusually great diameter—81 inches, largest ever applied to SP engine. No. 3000 was snapped at Berkeley, California

FLOODS are acts of God; railroad companies are not liable for freight damage caused by the Kansas City deluge of July, 1951. This decision has just been handed down by the Texas Court of Civil Appeals, thus closing a suit which a shipper had brought against the MKT for the loss of 23 steers in high water. Lawyers say the decision sets a precedent for similar litigation throughout the country.

* * *

BACK in 1918, at the age of 14, I went to work for the Bangor & Aroostook in the enginehouse at Millinocket," recalls Raymond F. Higgins, 419½ Katahdin Avenue, Millinocket. "In the winters when firemen were scarce, I'd get a call now and then to fire the East Millinocket branch train or perhaps a yard goat. I also worked at many kinds of jobs in the enginehouse.

"In 1922 I did a little section work and in '23 I went on the road as a fireman. Was promoted to the right-hand side of the cab in 1930, but three years later I suffered from lung trouble and finally had to quit railroading. Am now drawing a pension.

"For the past eight years I have made a hobby of the Bangor & Aroostook, trying to build up a picture collection of all the road's locomotives, past and present, besides collecting other BAR railroadiana. I believe I now have as nearly a complete collection of BAR engine pix as anyone in the country."

* * *

CHASING a runaway freight locomotive with a rail motorcar proved to be an exciting job for an engine crew in Egypt recently. The runaway, with nobody on board, ran from Zagazig to Cairo, 50 miles, without a mishap. She had been moved out of the shops and the engineer was preparing to climb aboard when she unexpectedly started rolling. With gathering momentum she sped out of sight at 30 miles an hour.

Warnings were flashed to all stations along the route and the line was kept clear for the runway. Meanwhile, her crew set out in pursuit on a speedster. When they finally caught up with her, the engineer scrambled into the cab in a daring jump and brought her to a stop just as she was entering the Cairo station.

On the Spot

KING RANCH, reputedly the world's biggest cattle spread, 940,000 acres down Texas way, ships a powerful lot of beef by rail. A recent issue of *Pennsy* magazine tells the story of this outfit, beginning with a long-distance phone call that Burnett Wilson, manager of the Doe Run, Pa., division of King Ranch, put through to the boss rancher at Kingsville, Texas. He reported the shipment of 3860 steers received at Doe Run from the Lone Star State via the Missouri Pacific, the Terminal Railroad of St. Louis and the Pennsy.

"They're all here, Mr. Bob," he drawled, "and not a cripple in the lot, not a single shipping-fever case. A first-class shipping job—don't see how it could have been done any better."

Almost always the livestock shipped by rail arrives in good condition. As for the animals shipped by truck—these figures have been culled from an article, "America's Cruelest Waste," by Harry S. Gelus in *This Week Magazine*. Livestock slaughter on the highways in a recent year amounted to 38,500 hogs, 25,500 sheep and 14,700 cattle, all trundled to the stockyards in motor trucks and found dead on arrival, according to livestock exchange figures.

* * *

FIFTY-FIVE HUNDRED suggestions were received from Santa Fe employes in a contest calling for ideas to reduce loss and damage to freight. The company awarded 113 prizes totaling $7,500. Winner of the top prize, $500, is Brakeman Clarence R. Hill of Richmond, Calif., who recommended a graphic educational drive among employes to bring about an awareness of the disappointment to shippers and receivers whose products are lost or damaged.

Engineer Robert H. Lafferty of Brownwood, Tex., won second prize, $300, by suggesting a personal mail campaign to the men who actually handle freight traffic.

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CONDUCTORS' pay on American railroads will be geared to the size of the locomotives that pull their trains—the heavier the engine the bigger the pay check—if the Order of Railway Conductors has its way. ORC officials are negotiating for such a contract.

* * *

ANGEL PARGA, age 28, is a glib young man with the knack of signing other men's names on pieces of paper. This talent sent him to New York State Prison. Released on parole, Parga hired out as a trainman on the Long Island under the name of William K. McLaughlin.

For a few days he worked on the crowded commuter trains, punching tickets and collecting cash fares, but failed to turn in a reasonable amount of money. Before this irregularity could be investigated, Parga vanished, taking his uniform and ticket punch. A search was made. No luck.

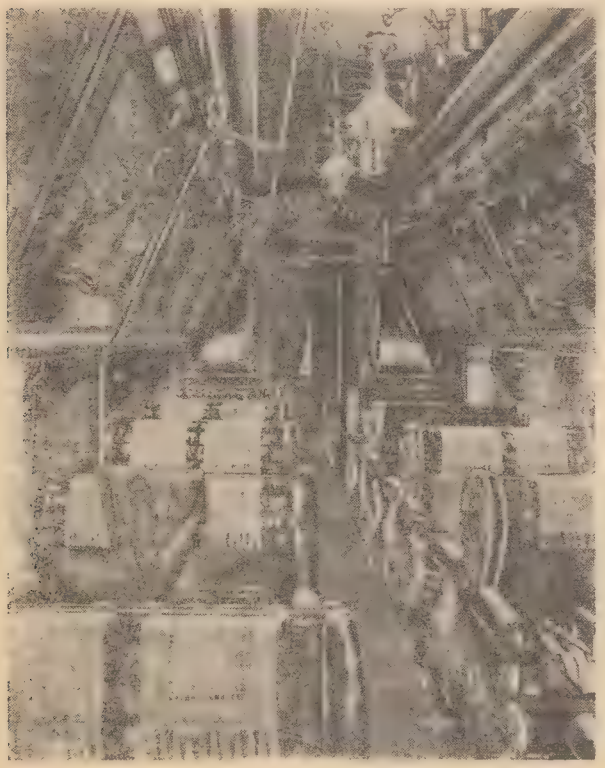
After that, Parga popped up unexpectedly on various trains out of Jamaica, posing as an extra collector and pocketing the cash fares on a freelance basis. This annoyed the brass collars who posted mug shots and descriptions of him on all trainmen's bulletin boards, and instructed employes to look for him.

Meanwhile, forged checks signed "William K. McLaughlin" began to appear. The real McLaughlin of Rochester, N.Y., had lost his Army discharge papers and other property in Penn Station some time ago. Trainmen sighted Parga twice, but each time he eluded them.

One day Conductor W. S. Gerard spotted the culprit on board his train and sought to phone the police at Mineola, the next stop. But the slippery fellow, apparently knowing he had been recognized, jumped off and ran.

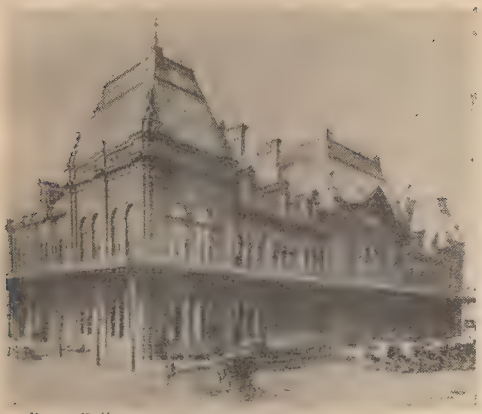
Frank C. Kalista, a trainman, followed. Deserting his train—ordinarily a serious dereliction of duty — Kalista hailed a cab and sped after the fugitive while the conductor phoned the Mineola police. A prowl car only two blocks away got the call and joined the chase.

Parga hid in the basement of an apartment building, but was collared and arrested. It was learned that he had found the identification papers of the real McLaughlin and had kept more than $200 of the money he collected from LIRR passengers. He is now back behind the bars. Palmer S. Mock, the Long Island superintendent, commended Kalista for deserting his train.



National Gallery Of Art

PARLOR COACH LUXURY of the 1880's matched Victorian trimmings of home-parlor furnishings. Taste ran to tufted red-plush seats, heavy green carpets, ornate mahogany-veneer berths



Dave Collins

DECEASED. Bonaventure Station in Montreal, recently demolished, in its day was one of the finest. A familiar landmark, it was a focal point during both world wars for thousands of troops in transit

TRUCKS have replaced the extensive logging railroad system, out of the White River (Enumclaw) mill of Weyerhauser Timber Company, reports Wallace Bartholomew, 1319 East 50th Street, Seattle 5, Wash. In Seattle the City Council has authorized the termination of the City's electric railroad that served Skagit River power dams.

* * *

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A. C. Graves

TAMALPAIS RAILROAD, near San Francisco, used to be popular with sightseers. Above, a group coasts back from the summit in a gravity car. Below, Engine 4 covers the two-mile Muir Woods branch; at right the line's Engine 8, built in 1912, pauses at mountain top. Scenic was scrapped in 1930

RETIRED from Great Northern service, steam locomotive No. 1246 recently made her last run—not under her own power but mounted on 48 heavy rubber-tired dollies and towed by two tractors through the streets of Seattle to Woodland Park. She is now on permanent display as the GN's gift to school children. This report comes from W. Bartholomew, 1319 East 50th Street, Seattle.

On the Spot

FREIGHT rates represent only a small part of retail prices. For example, bread. Rail-freight costs from wheat to dinner table, according to American Grocer's Association figures, come to one-half cent per loaf. Meat, including the cost of moving livestock from its source, costs only a little more than five cents on the dollar for transportation, reports the American Meat Institute

SANTA FE roundhouse workers were about ready to leave Topeka on a rail motorcar recently when a full-grown white leghorn hen joined them. The hen flew under the car and, despite efforts of the workers to dislodge her, rode to St. Joseph. The car stood out all night in a storm and departed next morning for Topeka on the return trip. On arrival the men found that the undaunted fowl was still with them, seated on the traction motor to keep warm.

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Lynn Farnol

POTENTATE. Yul Brynner, star of "The King and I," compares an early electric locomotive with the latest streamlined diesel. He was made an honorary member of the Boys Railroad Club in Locust Valley, N. Y.

AFTER 13 years of continuous operation, one of the world's smallest railroad systems is closed down for a few months, with all freight and passenger service suspended. The shutdown will not mean serious hardship to the public. Operation will be resumed as soon as all the main-line trackage is replaced and a modernized freight marshalling yard is built with electronic controls. This road, the Museum & Santa Fe, is located in Chicago's Museum of Science and Industry and shows in miniature the large-scale operations of an entire railway system.

* * *

COMPILING histories of more than 5000 railroads that have existed in America since 1826, Richard P. Joseph, Box 48, North Truro, Mass., has a thick file of loose-leaf pages, on each of which is written the name of one railroad.

"Eventually I hope to jot down an outline history of each road," he writes. "My facts are being taken from *Poor's Manual, Moody's Manual,* and *Railroad Magazine.* Will some reader recommend additional source books?"

* * *

SHORTEST railroad freight haul we know of was made last summer. A special Chesapeake & Ohio four-car train pulled by a diesel switcher moved the Louis O. Bowman Co., Inc., electrical appliances, through Richmond, Va., from its old quarters to a new location four blocks away.

MODEL articles don't belong in our consist, maintains Alexander G. Gevert, 9 Clinton Street, Cambridge 39, Mass. "Your magazine should deal solely with railroads scaled to one foot equals one foot," he writes, "not 10 or 100 times smaller. There are enough model magazines on the market, so let the models alone."

* *

RIDING A MIXED TRAIN. "It was a cold misty January 15th," recalls Frederik S. Eaton, 151 Court Street, New Haven 10, Conn. "I was in New London, Conn., early that morning with my son, twelve-year-old Tommy. I had business that afternoon in Amherst, Mass., so we decided to go there by train.

"Central Vermont timetables listed only one train each way, daily except Sunday, between London and Brattleboro, Vt. While I was buying tickets at the New London depot, the station agent said we were the year's first passengers.

"At 7:30, train time, the agent led us to a waiting taxi and we were driven through the billowing mist for several miles to the East London freight yards. Our train consisted of a faded red caboose, a short, lightweight express car that obviously had been built as a gasoline trailer unit, an old CV coach, a Pennsy boxcar used for express, and, lost in the fog rising from the Thames River, several other boxcars and an engine.

"We boarded the coach, dingy outside, but spick and span within. One corner was framed in for a steam-heat boiler, with a bin of hard coal and a galvanized water tank. Even this 'furnace room' was neat as a pin. The conductor, a scrupulously polite gentleman, was wearing a blue flannel shirt and an 'Admiral Mitcher' long-vizored baseball cap.

"Our train pulled out eight minutes late, with a gentle start to ease the light draft gear on the gas-trailer unit behind

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Floyd A. Bruner

BLACK AND WHITE. Clinchfield locomotives pour forth contrasting clouds of smoke on the run near Marion, N.C., as Engine 660, a 4-6-6-4, and No. 418, a 2-8-2, get time freight No. 92 under way

us. We chugged along the murky tidal shore of the Thames, past the Coast Guard Academy docks with their sleek racing yacht, a square-rigged training ship, and a fleet of miscellaneous small boats, and stopped at Montville at 7:55. After unloading some heavy castings, we pulled out at 8:05, twenty minutes late.

"The fog lifted as we ran into a cooler, snowier country. While we were rounding a curve on a trestle over a bay in the river, I saw we had five boxcars ahead of the Pennsy express. At Norwich a railfan with a well-overcoated fox terrior got aboard. A truck backed up to our Pennsy express car and after a large exchange of shipments took place, we highballed again at 8:21.

"After a long stretch of pretty but sparsely settled country, with stops here and there, we reached Willimantic at 8:55. There we had a 'crossing meet' with an eastbound New Haven passenger train. The New Haven's light *Pacific*-type engine, 1000 class, looked large beside our 2-8-0, No. 475. More express was unloaded. At 9:15, ten minutes late, we headed north again and were struck by the scarcity of long passing tracks. The rail was light but the roadbed was well kept up.

"We arrived at Palmer on time, 10:40, after skipping Monson, a regular scheduled stop, and making up ten minutes in 15:3 miles—one advantage of a 19 mph. schedule! The conductor, still wearing his Admiral Mitcher cap, picked up our tickets, looked at the stove, and chatted awhile.

"At Palmer four passengers, the dog, and the entire crew left the train to stroll uptown and eat. Then at 11:40, on schedule, we pulled out of Palmer, leaving the five boxcars behind. At Three Rivers, where the man with the terrier got off, we waited in a snowstorm for the down train. We were now 45 minutes late, but we made up some of that time before Tommy and I finally left the train at Amherst. It was a ride I'll never forget." ▪

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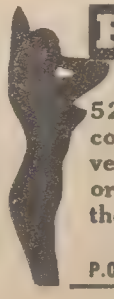

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CORRECTIONS. August issue, page 121: the road on which the change of couplers was made was the Chicago & Eastern Illinois, not the Burlington. August issue, page 124: the New York Public Library's newspaper branch is located on 25th Street, not 23rd Street.

"Locomotive pictured on page 29 of July issue is a 4-8-2, not a 2-10-2," corrects John Husar, Jr., 5249 South Mulligan Avenue, Chicago 38, Ill.

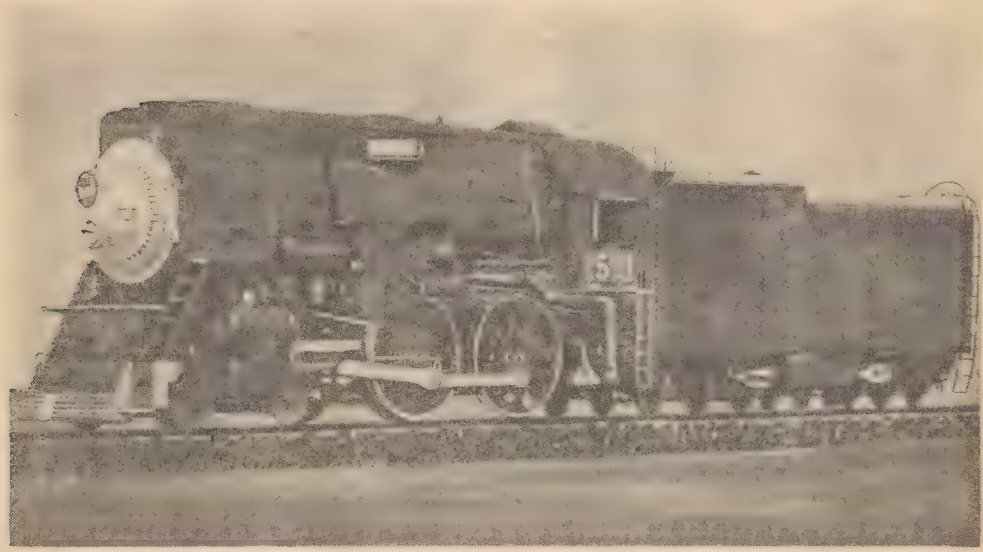
"Albert J. Hassett, Jr.'s article, 'Hudson Division Brakeman' (July issue) was very interesting," writes R. G. Cornelius, Rhineback, N.Y. "As I was at one time a towerman on the Hudson River Division, I would like to set the record straight on two points: (1) the *20th Century Limited* was wrecked at Hyde Park on March 13, 1912, not March 31. I was there that morning on the spot. (2) The Mills estate is not quite in the immediate vicinity of Hyde Park, as the author states, but is located about six miles to the north."

"The first Western Pacific passenger train was pulled by engine No. 94, built by Alco in April, 1909," writes Tom Acheson, 1646 39th Avenue, San Francisco 22, Calif., commenting on the photo in our July issue, page 47. "The *Zephyrette*, contrary to your caption under that picture, operates only three times a week in each direction, not daily.

"Personally," he adds, "I could do with fewer stories of long-since abandoned railroads, steam or electric, but more photos of present-day railroading."

* * *

THE old Mississippi River bridge at Burlington, Iowa, was the setting for an unusual story sent in by Edward H. DeGroot, Jr., 924 Colorado Building, Washington, D.C. "Coming west one night long ago," he writes, "a brakeman announced that they were leaving Monmouth and the next stop would be Burlington. An unusual stop was made on the bridge; a passenger for Burlington stepped out on a coach platform, down the steps, and off into the river. Thereafter, the trainmen on that road were ordered to announce after the last stop preceding arrival at a large station, 'The next regular stop is. . . .'"



Robert L. Gale, Detroit, Mich.

GOOD MAN WITH A BRUSH. Robert Gale painted a Southern Pacific 4-4-0 with distinctive Daylight trimmings, including silvered smoke box. Any other Rembrandts of the Rails among our readers?

ROLLING back the years, Ray B. Crinklaw, Aransas Pass, Tex., tells us that his parents migrated to the Nebraska plains before a railroad was put through.

"I was raised at Craig, Neb.," he says. "I remember blanketed Indians roaming the Logan Creek bottoms west of our farm, and the U. S. Cavalry patrols that rode through the wilderness north of us. Then came the Chicago, St. Paul, Minneapolis & Omaha line (now part of the Chicago & North Western system). I was still a kid when I started packing mail and doing general roustabout work at the Craig depot for the agent, Dick Coyle. After World War I, I fired on the North Western. My late brother began his railroad career as a telegrapher at Craig. Many years later, the company sent him back there to finish out his time. He retired in 1946.

"I am now in a hospital. It would make me very happy to find in *Railroad Magazine* some day a story about old times on the Omaha Line."

* * *

LAST STOP is the Reader's Choice Coupon (page 130) which guides your editorial crew in selecting material for future issues of *Railroad Magazine*. Some readers use the coupon, others prefer to send home-made coupons, postcards or letters. Regardless of how votes are given, all count the same. Results of balloting on the September issue show as follows:

1. The Amazing Great Western, *Donovan*
2. New York Central—100 Years of Steam, *Schmid*
3. Big Brother, *McLarn*
4. The Rise and Decline of the Midwest Interurban, *Due*
5. Locomotives of the Canadian Pacific
6. Information Booth, *Comstock*
7. On the Spot Carbarn Comment, *Sanchagrin*

Best photos: 26, 18, 12

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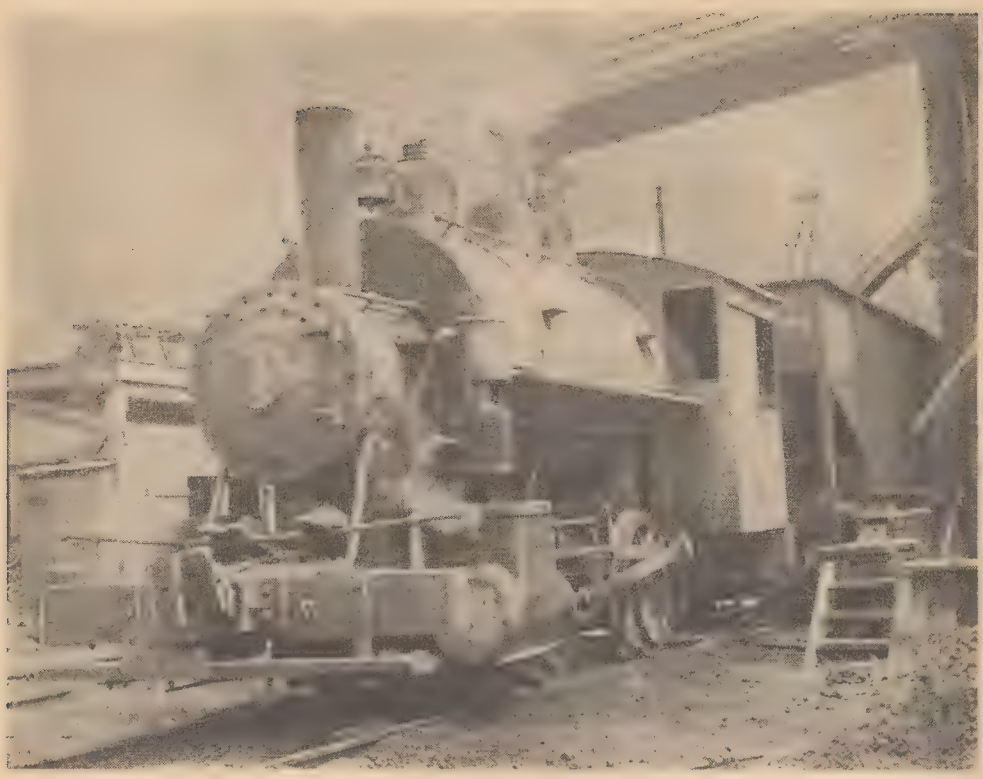

H. Reid

ADAPTABLE. Virginia Limestone's No. 4, an 0-4-0, was bought from the Navy in Norfolk after World War I, and used in a granite quarry for hauling rock to crusher. When original smokestack wore out, shop gang made another out of iron pipe

RAILROAD HOBBY CLUB

ITEMS sent to the *Switch List* and *Model Trading Post* are published free, in good faith, but without guarantee. Write plainly and keep 'em short. Print name and complete address.

Because of time needed to edit, print and distribute this magazine, all material should reach the Editor nine weeks before publication date. Redball handling is given to items we get the first week of each month, if accompanied by latest Reader's Choice Coupon (clipped from page 130 or home made).

Use these abbreviations: *photo,* photograph; *cond.,* condition; *ea,* each; *elec.,* electric; *env.,* envelope; *eqmt.* equipment; *esp.,* especially, *info.,* information; *n.g.* narrow-gage; *negs.,* negatives; *p.c.,* postcard; *pref.,* preferably; *tr.,* train.

Do not use the term *pix* interchangeably for photos and drawings. Specify *photo* or *drawings.*

The term *tt.* refers to public timetables, unless preceded by *emp.,* when it means employe's (operating) timetables.

(R) indicates desire to buy, swap or sell back issues of *Railroad Magazine* or its

predecessors. *Railroad Man's Magazine* or *Railroad Stories.* (Specify conditions of each copy.)

(*) indicates juicefan appeal.

MODEL TRADING POST

MYRON L. BRAUN, 202 Howard St., Bellevue, O., will sell or trade 15 used frt., pass. cars; Kennedy Machinist's tool chest; *Varney* Super-Pac. w/tender; *Mantua* Shifter; auto spotlite, extra lenses; pr. auto driving lights; auto radio; new *Maico* hearing aid; assorted radio parts, tools. Wants HO locos *Mikados* or heavier.

ROBT. GUHR, Jr., Box 85, Deerfield, Ill., will sell HO gage cars, other eqpmt.; also few untouched kits; send for list.

DON HOOPER, 82 Petman Ave., Toronto, Ont., Canada, would like used Diesel switcher, rd. Diesel or 0-4-0 (0-6-0) switcher in good cond.; HO gage.

(*) ROBT. RICHARDSON, 4042 Campbell, Kansas City 4, Mo., will sell or trade *Lionel* O eqpmt., 66 pcs., 2 engs., cars, switches, trk., etc. incl. one 4-4-2 rare eng., super-detailed; also 1 Winton *Berkshire* 2-8-4 w/Budd parts in kit form, w/tender, HO gage; all new. List for stamp.

DAVID SANDS, Box 495, Mission City, B. C., Canada, will trade for *Lionel* box car 1 double-dome tank *Lionel* car, magnetic couplers, pref. with PRR lettering.

LARRY SEIGFORD, 347 North 2nd St., Wormleysburg, Pa., has stamp collec. Wants 0 gage tinplate eqpmt.

A. D. WELLBORN, Box 1690, Ft. Worth 1, Tex., has large selection scale or tinplate model RR 0 gage eqpmt., locos, cars, trk., kits to sell or trade for stamp collec. or cameras. Wants Graflex or Press camera. Send for free list; state your material.

ART WERNER, 19 W. Oregon St., Evansville 11, Ind., will sell 0 gage *Lionel* locos 225, 226; also 4 frt. cars, all good cond.

R. G. WILLIAMS, 200 2nd St., Minot, N. Dak., wants 00 gage locos pass., frt. cars, 2-rail trk., switches.

SWITCH LIST

(*) CHARLES S. BLACK, 280 Cummer Ave., Newtonbrook, Ont., Canada, will buy size 620 negs. city suburban or interurban trolleys, trolley frt., work cars, trolley bus. Will trade TTC, Grey Coach caps, *Model Railroading.* Answers all mail.

WM. C. BORDNER, 150 St. Charles Ave., San Francisco 25, Calif., wants photos D&RGW trs., locos at Thistle, Utah; send list.

(*) ROBT. M. BUCKLEY, 183 Conant Dr., Buffalo 23, N. Y., wants 8 mm movies LVT, Allentown, Rdg. city cars, other traction lines; state footage, cond., price.

DONALD CARSON, 3570 Lime Ave., Long Beach 7, Calif., wants *Locos of the Southern Pac. Co.* by Gerald M. Best, any cond., state price.

C. CASE, 618 North St., Boulder, Colo., will swap photos pass. with garden tr. Has size 616 photos.

(*) STANLEY COOK, 94 Milton Ave., Dorchester 24, Mass., wants to buy or trade 2x2 Kodachrome dupl. steam or trolleys.

H. D. CRAFT, 540 White St., Springfield 8, Mass., will buy photos, emp. tts., NYO&W, Putnam Div. NYC.

ALVIN B. EDMUNDS, 54 Linwood Ave., Chelmsford, Mass., will sell tts. 1855 to 1865 Salem & Lowell, Boston & Lowell Stoneham Branch, Lowell & Lawrence, all now B&M; unclaimed baggage list; spec. posters for celebrations. Also Health and Pleasure by the NYC RR (1893).

JACK EMERICK, 200 South Terr., Boonton, N. J., has photos B&O, CNJ, D&H, DL&W, Erie, NKP, NYC, PRR, Rdg., SP; list for stamp. Wants negs., photos steam power DL&W, L&HR, L&NE; also GB&W 2-8-2s, 2-10-4s, 4-8-4s, all RRs.

WALTER EVANS, 3213 Indiana, Topeka, Kans., wants info. on tr., RR nicknames. Also wants to buy words and music to old ballad, *Lost Boy on the Frisco.*

OTIS FLINCHPAUGH, Jr., 3436 Cheviot Ave., Cincinnati 11, O., will buy or trade size 116, 616 negs., or p. c. size photos C&S, SP, D&RGW, n. g. locomotives. Also std. gage locos. WP, UP, NYC, SP, AT&SF, D&RGW.

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(*) LOUIS C. HENNICK, 2124 Fairfield Ave., Shreveport 136, La., will pay asking price for or will trade rare shortline emps tts. for a State University RR emp. tt.

RICHARD HENCY, 79 Walnut St., Canajoharie, N. Y., will sell 14 size 616 photos steam locos, incl. *Climax, Heisler, Shays,* camelbacks, tanks, other rare photos, some n. g. lines.

(R) ARNOLD B JOSEPH, 2512 Tratman Ave., New York 61, N Y. will sell large stock *Railroad Magazines* '30 to '53; also fills orders for *Trains,* any other type mag. Lists, prices. info. for 3c stamp. All mags. in good cond., unclipped.

RICHARD KISTLER, Box 547, Superior, Nebr., will send latest photo list for stamped, self-addressed env.

ROBT. A. LeMASSENA, 2341 S. King St., Denver 19, Colo., wants 35 mm Kodachromes, action or still, incl. 2-10-10-2. 4-8-8-2. 0-8-8-0. many other series. Will buy or trade.

RAYMOND E. McMURDO, 158 Main St., Spencer, Mass., will buy Kodachrome slides steam, Diesel power, incl. Burlington, Chicago, North Western, Chicago Great Western, GN. Ill. Central, MOP, Wabash, many others.

(*) JOHN A. MACLEAN, 807 Duplex Ave., Toronto 12, Ont., Canada, will sell size 116, 616 photos U. S., Canada large and small steam, elec, lines, 10c ea. List of over 1500 subjects with 2 sample prints, 25c. Also will buy or trade 35 mm color transparencies steam, elec. lines, good quality only.

BEN MANIERRE, 6096 S. Ramirez Canyon, Malibu, Calif., will trade or sell 35 mm slides in color, short lines, logging, n. g., many cabooses, interesting eqmt., engs. on permanent display.

P. MANSKI, 613 So. Main St., Webster, Mass., wants CV tr. ords. Willimantic & Amherst Sub. Div.; also NH of Norwich Branch.

(*) ROBT. MASON, 560 Central, Holland, Mich., will sell 82 trolley publications, *Transportation, ERA Headlights,* others. Also model trolley eqmt. Send for lists.

(R) A. MEACHAM, 206 Dearborn Ave., Winnipeg, Man., Canada, will sell '38, '39 *Railroad Magazines,* good cond. for best cash offer; 2 vols. of *The Science of Rys.,* concerning cars instruction, handling and supervision, yrs. '07 '11.

(R) RICHARD MEADE, 91 Elberon Ave., Hawthorne, N. J., has large stock *Railroad Magazines, Railroad Stories, Trains, Miniature RR, Model RR Digest, Model Builders;* will sell or swap for *Model RR* prior '37.

(*) W. O. MELHUISH, Box 424, Marathon, Ont., Canada, will sell photos Toronto Transportation Comm. PCC cars; also some car barn shots. Write for info.; state size desired.

(*) KARL A MULLER, Jr., 1307 Commonwealth Ave., Allston 34, Mass. can have the blueprints made from his tracings of street Ry. Co's. incl. Bellingham and Skagit Ry. Co, Blue Hill St. Ry. Co., Connec. Co., Mass, many others, many states; write for list individual Co's.; also photos many elec. lines incl. Bellingham & Skagit Ry. Co., Cape Breton Elec. Co., Ltd., Everett Ry., Lt. & Water Co. Jacksonville Elec. Co., many other states; write for list.

(*) JOHN E PARKER, 735 Mason Ave., Drexel Hill, Pa., has list, photos Phila. Elec. lines, others, for 3c stamp. Wants photos, negs., info. on Mt. Ephriam & Lebanon St. Ry., old PST, PTC.

JACK PEARSON, 607 East Gambier St., Mt. Vernon O., will buy photos PRR locos, Diesel, steam.

SY REICH 92 St. Marks Pl., New York 9, N. Y., will sell *Elec. Trains* Feb., Mar., Nov., Dec. '52; *Hobby RR* Apr '52; *Toy Trains* May, Aug. to Dec. '52. Jan. to May '53. Make offer; answers all mail.

H. REID, 8549 Wayland St., Norfolk, Va., is selling package of 8 assorted size 616 photos. 3-ft. gage Shenandoah Central tr. views.

Mrs. WM. W. RILEY, 2512½ Workman St., Los Angeles 31, Calif., wishes Wells-Fargo & Co. locks and keys; also locking devices from early transportation systems; early switch locks. mail locks, etc. State age. cond., markings. etc.

(R) BRIAN SCHENK, 6612 Eastwood, Houston 21, Tex. will sell 43 back issues *Model RR, RMC, Trains;* all good cond. 25c ea., $10 for lot. Will trade even for back issues *Railroad Magazine.* Send stamped env. for info.

RONALD SIKOR, 428 Ardmore Rd., Charlotte, N. C., would like to buy any *Lionel* catalog; also photos steam locos.

JAMES SPANGLER, Box 4525, Cleveland 24, O., will sell or trade dupl. 35 mm slides, CTS, DSR, Pitts., T&E RR, others. No list; state your wants.

Reader's Choice Coupon

Stories, features and departments I liked best in the November issue are:

1. .....
2. .....
3. .....
4. .....
5. .....
6. .....

Best photo on page .....

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Occupation .....

Address .....

Is stamped envelope enclosed for Camera Club pin and membership card? .....
Railroad Magazine, 205 East 42nd Street, New York City 17.

W. J. STEVENSON, Box 416, Othello, Wash., wants CMStP&P emp. tts Coast, Ida. Div. prior '39. Has Pac. Coast RR emp. tts., CMStP&P emp. tts. to swap or will pay cash. Wants photos motive power in action or stills used on these 2 Div. prior '39.

(*) S/Sgt. E. L. TOMBERLIN, AF 37095193, 7997 Composite Gp., A. P. O. 757, c/o Postmaster, New York, N. Y., will sell negs. size 616 trolleys of City of Frankfurt/M, City of Offenbach, Frankfurt Local Ry. Co., City of Darmstadt, 20c ea. Also size 616 negs. City of Frankfurt/Main (trolley, buses).

(R) HARRY G. ULLRICH, 87 Headley Terr., Irvington, 11, N. J., will sell *Railroad Magazines* Jan. '35 to Dec. '52, $2. per yr., incl. delivery, good to new cond.

(*) ROGER WHITE, Box 562, Maxwell, Tex., wants photos, maps, roster of Kansas City Public Service Co. Wants to hear from KCPS Co. fans. Answers all mail; write first.

CHARLES YRIGOYEN, 329 N. 5th St., Reading, Pa., wants photos Rdg. Co. steam, esp. camelbacks, old emp. tts., tr. ords.; also wants to buy Rdg. Co. steam negs., any size.

WALTER ZULLIG, 475 Oak Ave., Maywood, N. J., has sta. photos New York. Susquehanna & Western, Erie RRs. List for stamp.

FLAGSTOPS

CAYUGA VALLEY Model Railroad Club of Auburn, N.Y plans an exhibition in club rooms located in Annex of Museum of History and Art, 203 W. Genesee St. Open afternoons and evenings, 2 p.m. and 7:30 p.m.

MODEL ENGINEERS Railroad Club of New Jersey presents annual show of O-gage model railroad operation at club quarters, 35 Fair St., Paterson, N.J. Open Nov. 20, 21, 22, 27, 28, 29 and Dec. 4, 5, 6; hours, Friday 7 to 10 p.m., Saturdays and Sundays 2 to 10 p.m., Adults 35c, children 25c.

PHILADELPHIA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY announces Fall trip from Philadelphia to Baltimore. Steam-powered rail-fan special will operate Sunday, October 11, leaving Phila. at 9:30 a.m., returning at 8:00 p.m. Fare: $5.00. Excursion includes visit to Transportation Museum at Mount Clare. For info. write Phila. Chapter, NRHS; c/o Milton E. Priskett, 346 Driscoll Ave., Woodbury, N. J.

MIDWEST CHAPTER OF NATIONAL RAILWAY HISTORICAL SOCIETY will sponsor all R.D.C. trip from Akron, Ohio to Toledo, Ohio, via the B&O Sunday, October 18. The special leaves Akron at 8:00 a.m., will stop for servicing at Willard, and make stops for pictures en route to Toledo. Round trip fare: $6.50 For info. write H. P. Weaver, 346 3rd St., Barkerton, Ohio.

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THE CRIMSON CLUE *by George Harmon Coxe.* At a lavish wedding Kent Murdock took a picture—*of a DEAD MAN stuffed in the bride's closet!* But before the cops arrived, the corpse *disappeared!*

PRISONER'S BASE *by Rex Stout.* A man gets friendly with two "babes" . . . then both of them are MURDERED. Match your wits with *Nero Wolfe* on this one.

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